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USSR Report

TRANSPORTATION

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25 March 1985

USSR REPORT TRANSPORTATION

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25 March 1985

CIVIL AVIATION

MINISTER BUGAYEV ON CIVIL AVIATION IN 1984, PLANS FOR 1985

Moscow VOZDUSHNYY TRANSPORT in Russian 19 Jan 85 pp 1-2

[Report on expanded session of the Ministry of Civil Aviation Collegium and the Aviation Workers Trade Union Central Committee Presidium, and speech by B. P. Bugayev, Minister of Civil Aviation: "Manage Better, Use Resources Better and Work More Effectively"]

[Excerpts] The Expanded Session of the Ministry of Civil Aviation Collegium and the Aviation Workers Trade Union Central Committee Presidium took place in Moscow and its participants analyzed the activities of that industry for the past year thoroughly and in detail and discussed missions for Aeroflot labor collectives in developing socialist competition for a worthy meeting of the 27th CPSU Congress, the 40th Anniversary of Soviet people's Victory in the Great Patriotic War, the 50th Anniversary of the Stakhanov Movement and the completion ahead of schedule of the 1985 plan and the five-year-plan in general.

Participants at the conference included Deputy Chairman of the USSR Council of Ministers L. V. Smirnov, Deputy Chief of a CPSU Central Committee Department A. N. Soshnikov, Chairman of the USSR Goskomgidromet [State Committee for Hydrometeorology and Environmental Control] Yu. A. Izrael', responsible workers from the CPSU Central Committee, the USSR and RSFSR Councils of Ministers, USSR Gosplan, USSR Goskomtrud [State Committee for Labor and Social Problems], the USSR Committee of People's Control, the Moscow Gorkom and Obkom, managers from a number of ministries and departments, MGA [Ministry of Civil Aviation] administration chiefs and chiefs of operational civil aviation administrations, directors of factories, chiefs of scientific-research organizations, civil aviation institutions and training establishments, Aeroflot representatives abroad, responsible workers and secretaries of party organizations from the ministry's central apparatus, Moscow aviation enterprises and chairmen of republic and territorial aviation workers trade union committees.

CPSU Central Committee member and Minister of Civil Aviation B. P. Bugayev gave a speech on "The Results of Work in 1984 and Tasks To Guarantee Meeting the State Plan for Economic and Social Development of Civil Aviation in 1985 in Light of the Party's Central Committee Requirements and the Recommendations and Conclusions Contained in the Speech by CPSU Central Committee General Secretary and USSR Supreme Soviet Presidium Chairman Comrade K. U. Chernenko at the 15 November 1984 CPSU Central Committee Politburo Meeting".

Conference participants listened very attentively to the speech by Deputy Chairman of the USSR Council of Ministers L. V. Smirnov.

The appropriate resolutions and also the socialist obligations for civil aviation workers in 1985 were adopted at the Expanded Session of the MGA Collegium and Aviation Workers Trade Union Central Committee Presidium.

From the speech by USSR Minister of Civil Aviation B. P. Bugayev:

1984 Results

Today we must also say that last year a number of administrations and enterprises worked below their capacities. There were also cases where the lagging of enterprises is hidden behind favorable overall results. The necessary work in intensifying production and operating with economy is not being done everywhere. For example, the effective use of the fleet load-carrying capacity in the East Siberian, Magadan and Tyumen Administrations has dropped. We must hold a number of methodological seminars on practical ways of economizing fuel resources at on-site locations.

The effectiveness of the use of aircraft in the national economy is still not always high. Managers of the Tyumen, Far East, East Siberian, Krasnoyarsk and other administrations and also some customers are not taking active measures to expand landing field and refueling point construction. And yet they are still meeting their basic work volume in the national economy. Reduced attention to the effective use of airplanes and helicopters is leading to an increase in non-productive flight time. Fuel and resources are being used to excess, yet the amount of freight being moved is staying at the same level or even dropping.

Poor control over the organization of chartered flights is leading to abuses and the unauthorized use of aviation. After checking on the aircraft use last summer by Mingazprom [Ministry of the Gas Industry] enterprises, the USSR Committee for People's Control exposed gross violations of plan and financial discipline and also the use of aviation for personal gain. PRAVDA reported this on 17 May 1984 in the article "Airplane on Approach." Because of measures adopted by the ministry, the use of chartered aviation has improved,

but managers of administrations and enterprises must constantly keep these issues within their field of vision.

We are not struggling hard enough against non-productive cropdusting flights. The transfer of a large amount of aircraft from administrations in the western part of the country to Kazakhstan, the cotton-growing republics and other regions is continuing.

Cases of mismanagement, wastefulness, misappropriation and other abuses are significantly lowering production effectiveness. Bookkeeping alterations and additions were found in the Armenian Construction Trust and in aviation enterprises of the Magadan Administration. Misappropriation of gasoline was discovered in the North Caucasus Administration and in the Aktyubinsk school.

We must constantly struggle against such abnormal phenomena and develop an intolerance for the sloven and poor workmen, toward negligence, fraud and eyewash. The managers of administrations and enterprises, and of the auditing services locally and in the ministry must lead this struggle.

Let me say a little about capital construction. The ground material-technical base of this sector has been further developed. We have totally assimilated the means for building residences, but at the same time we have allowed a lag in committing basic capital and have not reached construction assembly work limits in the Belorussian, Far Eastern, Magadan, Moscow Transport and North Caucasus Administrations, the International Air Services Central Administration and Aviaremont. There are cases of low quality work being done and projects being accepted with serious deficiencies. The volume of uncompleted construction is not decreasing. Air traffic control system projects that are important for the sector such as "Strela" in Kiev and "Start" in Novosibirsk, Volgograd and Irkutsk are being built in an unsatisfactory manner, and "Start" installation in Krasnoyarsk and Odessa has not yet begun. Things are also going poorly in the construction of a sanatorium in the Crimea and a hospital in Moscow.

The ministry's Capital Construction Administration and managers at some locations have not been demanding with their contractors and are not relying to any extent on help from party and soviet agencies. In order to improve the organization of construction, we must complete the development, ratification and realization of a new plan for managing capital construction in the sector.

Qualitative Indicators

The major organizational and indoctrinational work that is being done in the sector is producing results. The majority of collectives are working conscientiously with a significant increase in the volume of work.

However we must recognize that we have in no way done everything. One of the reasons for this is the low level of discipline in execution and of responsibility of some of the personnel. The cause is also to be found in the nonfulfillment of instructional documents on time.

Exercising control over the fulfillment of party and government directives and also of our own decisions, we will henceforth systematically conduct on-site inspections. This will allow us to effectively eliminate those shortcomings that we find and to put things in order.

We must make sure that such a demanding, businesslike approach is reinforced everywhere. We must increase the personal responsibility of managers at all levels for the condition and organization of all work and must decisively stop all cases of non-performance and lack of control. We should increase the role of on-site inspections and also the role of social inspectors.

A number of administrations and enterprises still have not fundamentally improved their production discipline. This applies especially to the Urals, East Siberian, Volga, West Siberian, Yakutsk, Magadan, Kazakh and Krasnoyarsk Administrations.

Managers at all levels, the public and labor collectives must resolutely join the struggle against those who violate discipline.

We must increase the organizational quality of all flight work. The new USSR Civil Air Code has gone into effect. Strict execution of and compliance with the requirements of its directives and principles must become an organizational foundation, the indisputable work law of every service that is completing and ensuring flights, of every crew and ATC point. Objective control must be expanded and air traffic services must be better equipped. And I will openly say that we must more dynamically and more effectively carry out the program for technically re-equipping Aeroflot.

Concern for high flight quality must penetrate the activities of all managing personnel, party, trade union and Komsomol organizations and labor collectives. We must instill high party spirit in this work and the avant garde role of communists and Komsomol members must be totally manifested.

In August 1984 the CPSU Central Committee adopted a resolution on improving the work of transport in passenger service. This resolution noted serious deficiencies in transportation organization, and these deficiencies exist in civil aviation as well.

Practical measures are being taken in Aeroflot to organize fulfillment of the resolution's requirements. Last year flight regularity increased and reached 82.5 percent. We have continued the development of a nationwide automated system for controlling ticket sales and reservations in Leningrad, Kuybyshev and Lvov.

To increase the level of service we must establish active interactions with other types of transportation, improve the information service and improve freight transportation. We must take effective measures to eliminate deficiencies in passenger service. This year we must complete important, politically significant tasks such as aviation support in elections for

supreme soviets in union and autonomous republics and for local soviets, and we must also carry participants and guests to the 12th World Youth and Student Festival in Moscow.

Tasks For 1985

Comrades! This year we must complete 186 billion passenger-kilometers, carry 111 million passengers and more than 3 million tons of mail and freight, fly 14.2 million adjusted hours and do aerial spraying on 98 million hectares. The total growth of aviation work, considering the socialist obligations, is more than 3 billion passenger-kilometers. These are difficult tasks, and we must make up our minds at the start of the year to work without making allowances for difficulties.

The most important feature of this plan is its high tempo in intensifying production. We must provide a growth in work volume basically through growth in labor productivity. We must devote special attention to expanding the use of Il-86, Il-62M, Tu-154 and Yak-42 aircraft. We have calculated that an increase in their relative share of the total transportation volume will provide a significant growth in labor productivity.

Another important issue is further increasing fuel-use efficiency. The sector's socialist obligations stipulate that this year we save no less than two days worth of fuel, raw materials and other materials.

Fuel conservation must be ensured by strict fulfillment of the ministry's requirements in this area, including reducing flight speed and developing optimum airplane stacking. And relative fuel expenditures are not identical. For example, in the Krasnoyarsk Administration they are almost 10 percent higher than in the neighboring East Siberian Administration. The relative fuel expenditure in the Georgian Administration exceeds that same indicator in the Armenian and Azerbaijan Administrations by 9 percent. Reducing this gap will drastically increase production efficiency.

We should seriously work at improving incentives to aviation workers for economizing fuel-energy resource expenditures. We must always remember that the most important source of production growth in our time is mainly through economizing.

We must further increase the role of civil aviation in resolving the country's greatest economic and social tasks. The October 1984 CPSU Central Committee Plenum adopted a resolution for a Long-Term Land Reclamation Program which covers enormous supplemental measures for solving the Food Program.

This resolution also applies to our sector. We must increase civil aviation's contribution to realizing the Food Program. The task is to further increase the effectiveness of agricultural aviation in every possible manner. The experience of the Belorussian and a number of other administrations is providing positive results. The flight activity of their agricultural aviation is evaluated not by flight hours but by the quality and quantity of the area treated and remuneration for aviation labor has been correspondingly changed. We must carefully prepare for a complete transition at the start of

the 12th Five-Year Plan to the new system for planning aviation production activity in the national economy.

There is an on-going economic experiment toward these goals in aviation enterprises, and special attention must be given to this work.

Train Personnel Responsibly

Civil aviation has trained, politically mature managing personnel who are devoted to party business. The overwhelming majority of managers meet their nominations and they honorably warrant the trust of the party and the people.

At the same time there are deficiencies in working with personnel. When managers are promoted, the approach is often hasty and is carried out as though completing a questionnaire. This leads to personnel turnover. Some managers at times operate, as the saying goes, in a slipshod manner and are lagging behind the real requirements of life, but they remain in the manager's chair.

It is important to attentively approach an evaluation of a worker's political and business qualities. Today these are manifested primarily in how thoroughly our managing personnel understand party policies, how they are able to put them into effect and how they serve as personal examples. We should be very responsible in deciding whether an individual is suitable for a specific job and how competent he is at the business entrusted to him.

Each manager today must be aware of his responsibility not only to those who manage him but also to those whom he manages. Trust and respect for personnel must be inseparably linked with fundamental exactingness.

The final results of our work depend to a great extent upon its style. A perfected style of work means improved work with personnel and an increase in their responsibility, discipline and efficiency. We must also raise the level of administrative activity, renounce the abstract style of management and firmly repress bureaucracy and paper shuffling.

12511
CSO: 1829/143

CIVIL AVIATION

1ST DEPUTY MINISTER ON CIVIL AVIATION SUPPORT OF ECONOMY

Moscow SOVETSKAYA ROSSIYA in Russian 3 Feb 85 p 2

[Interview with B. Ye. Panyukov, first deputy minister of civil aviation, by SOVETSKAYA ROSSIYA correspondent M. Kashevnik: "Aeroflot in the Air and on the Ground"; date and place not specified]

[Text] [Question] Boris Yegorovich, please tell us about the assistance which aviators will provide to the national economy of the RSFSR in 1985.

[Answer] So that you may visualize the scope, I will say that the volume of air service for sectors of the national economy of the RSFSR constitutes 82 percent of the total volume in the country. The most significant proportion of these operations is provided for organizations of the Ministry of Geology. Arkhangelsk and Tyumen oblasts, Krasnoyarsk Kray, Yakutia and the Far East--helicopters and airplanes are delivering cargo and equipment for geologists in the vast territory of these regions and are conducting aerial surveys in the area. This year it is planned to fly hundreds of duty brigades numbering over 900,000 persons in all from the country's central regions to various points in Western Siberia and back.

As before, Aeroflot will devote particular attention to development of the West Siberian oil and gas complex. Incidentally, nearly 35 percent of the total volume of operations involving the use of aircraft in the national economy is in this region. In 1985 the ministry will send an additional 80 Mi-6 and Mi-8 helicopters to the Tomsk Civil Aviation Administration from other administrations. This will make it possible to more fully meet the requirements of construction workers, geologists, oil workers, gas workers and power engineers taking part in implementation of an immensely complex national economic task. Protection of the forests and deer grazing areas is one more important aspect of aviators' work in the RSFSR. More than 850 million hectares--this is the area that will be patrolled by about 700 airplanes and helicopters, and where they will render assistance if necessary.

The MGA [Ministry of Civil Aviation] demonstrates continuing concern for the regions inhabited by the nationalities in the North. All requests for air service from these regions are being fully met.

A great deal of work still remains for us on the BAM [Baykal-Amur Mainline]. The ministry has worked out a forecast of the flows of passengers, freight and mail from the Baykal-Amur Mainline area up to the end of the 20th century. In the future, new airports, new air routes, and further assistance for construction workers will be developed.

[Question] Until now we have been talking about the use of aircraft in the national economy. But Aeroflot is an air "carrier," too. What is new that awaits passengers on the airways and on the ground?

[Answer] Speed and comfort... In principle, this is what the passenger expects from Aeroflot. It is not a simple task for us, if it is taken into account that during the summer aircraft carry up to 550,000 persons daily, more than 3,600 cities and settlements in our country are linked by scheduled air service, and the total length of civil air routes exceeds a million kilometers. Such a network and the large number of airports require continuing work aimed at improving all the links in the chain followed by air passengers--from buying a ticket to arrival at the destination. What can improve the quality of service? The construction of new air terminals and the renovation of ones now in operation, and in addition, intensive provision of airports and city air terminals and agencies with the facilities for mechanizing and automating technological processes. Thus, for example, an automated system for controlling ticket sales and seat reservations--the "Sirena-2"--has been put into operation. Last year zonal ASU's [automated control systems] began operating in cities of the RSFSR--Leningrad and Volgograd. This year Sverdlovsk will be added to them, and in the next five-year plan, Yakutsk, Khabarovsk and Krasnoyarsk will be added. In the future, the level of automation in ticket sales through the ASU's will reach 80 percent.

On the eve of the New Year, a terminal went into operation in remote Pevek. New buildings are being erected in Groznyy and Khabarovsk. Next in turn for erection will be those at Domodedovo Airport in the capital, and in Sochi, Tyumen, Krasnoyarsk and Syktyvkar. The complexes will be equipped with the most modern facilities. Construction of new runways and renovation of those in operation have been planned for Sverdlovsk, Tyumen, Yuzhno-Sakhalinsk, Irkutsk, Gorkiy and Volgograd. This will extend the area covered by flights. Continuing development of the material and technical base of airports in regions of the North, Siberia and the Far East has made it possible to fly modern large-capacity airliners--the Tu-154 and Il-62--there. They are landing at Magadan, Anadyr, Pevek and Petropavlovsk-Kamchatskiy... In the near future it is planned to begin flights by the Il-86 airbus to Krasnoyarsk, Kemerovo, Barnaul, Khabarovsk and Norilsk.

[Question] What new aircraft are expected by Aeroflot in the near future and in the long term?

[Answer] The new 17-place An-28 aircraft will appear on local air routes in 1985. It will replace the legendary An-2--the "annushka," as this aircraft, which has provided trouble-free service for many years, is fondly called. The

An-28 will be able to use the same airports as its unpretentious predecessor. But then, the new aircraft meets all current requirements for comfort and flight safety. Acquisition of the Tu-154M is being begun.

If we speak of the future, I can tell the readers of SOVETSKAYA ROSSIYA that the technical requirements for building advanced new aircraft in the family of "Il's" and "Tu's" [Ilyushins and Tupolevs] have been worked out and approved.

[Question] Letters are received by the editorial staff in which readers make critical remarks about civil aviation. Tell us, please, about steps taken by the ministry to eliminate shortcomings.

[Answer] The ministry is continuously concerned about improvement in the service--this is precisely what is most often criticized unfavorably by passengers. This is not a simple matter, if only because it involves large capital expenditures. I have already mentioned the construction of new air terminals and the renovation of those in operation. After all, many of them were built many years ago and have not been meeting current needs for a long time. We are carrying out and will continue carrying out this extensive program, projected for years, increasing at the same time the exacting requirements made of specialists, especially those engaged in service. A smile, courtesy and kindness in relations with passengers do not require capital expenditures. There also are other negative aspects in our work, and readers are justified in pointing them out. We are aware of them and we are taking steps, quite drastic ones, believe me. It is important here to display a principled approach at all levels of command and party and political work. Affairs can be put in order only through joint efforts.

8936
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CIVIL AVIATION

DEPUTY MINISTER ON CIVIL AVIATION FUEL CONSERVATION EFFORTS

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Jan 85 p 2

[Article by I. Mashkivskiy, deputy minister of civil aviation: "Saving Fuel"]

[Text] Our sector has entered 1985, the final year of the 11th Five-Year Plan. The major and vital tasks which civil aviation workers have to resolve, in light of requirements set forth in the speech by Comrade K. U. Chernenko, general secretary of the CPSU Central Committee, at the meeting of the CPSU Central Committee Politburo on 15 November 1984, were taken up in detail in the report by Minister of Civil Aviation B. P. Bugayev at an enlarged meeting of the Ministry of Civil Aviation collegium and the presidium of the Aviation Workers Union central committee on 17 January 1985.

The most important feature of the 1985 plan is the high rate of production intensification. The entire increase in the volume of operations must be ensured by increasing flight productivity and by reducing the proportionate consumption of aviation fuel.

In his speech at the meeting of the CPSU Central Committee Politburo, Comrade K. U. Chernenko, general secretary of the CPSU Central Committee and chairman of the Presidium of the USSR Supreme Soviet, said that nearly 60 percent of the national economy's additional demand for fuel and power resources in 1985 must be provided for by economizing them. Comrade K. U. Chernenko proposed that each labor collective, following the example of leading enterprises, set itself the objective of working for 2 days during the year with materials, raw material and fuel that have been economized. The workers of Aeroflot have taken the theses and conclusions of Comrade Chernenko's speech as an urgent task and guidance toward action.

Considerable positive experience in work to economize aviation fuel has been accumulated in civil aviation in recent years. The most important indicator of the efficient use of aviation fuel--its proportionate consumption per unit of output (ton-kilometer, passenger-kilometer)--will have been reduced by 10 percent during the five-year plan. The economies being made are manifold.

In connection with the problem's complexity and in order to coordinate operations in the sector to economize consumption of raw material, materials, fuel and power, a sectorial commission has been established to monitor implementation of the measures developed; each quarter it reviews the results of activity by enterprises and organizations to economize fuel. These matters are continuously at the center of attention of the Ministry of Civil Aviation collegium and the Aviation Workers Union central committee. Broad socialist competition for economy and thrift has been organized in the sector. The problems of aviation fuel economy have a prominent place in the work of people's controllers and public commissions.

I will dwell on the main directions of aviation fuel economy. The largest gain has been provided by operations to improve the flight and technical operation of aircraft and air traffic control. These matters are interrelated, and all the scientific subunits in the sector have been working to resolve them: the GosNII GA, NETs AUVD, TsNII ASU, and NISy vuzov [the State Scientific Research Institute of Civil Aviation, the Scientific Experimental Center for Air Traffic Control Automation, the Central Scientific Research Institute of Automated Control Systems, and the scientific research sectors of VUZes]. The most important developments in this direction have been ones such as reduction of flight cruising speeds, the straightening of airways, introduction of automated air traffic control systems, an increase in the number of crews flying in accordance with ICAO [International Civil Aviation Organization] Category I and II weather minimums, the introduction of trip cards (the "Navigatsiya" automated control system) and the automated navigation calculation system (ASShR), takeoff in the rated regime and without a preliminary shutdown in takeoff position, the abolition of engine warmup under improved operating regimes, taxiing with partial engine shutdown, introduction of advanced methods of airborne chemical application (with wide-angle dusters and small-capacity sprayers, flights with partial flaps, and so forth), and reduction of flight time accrued during training through the introduction of simulators. Just one listing of the developments introduced attests to the complexity and extensive planning involved with the problem of improving aircraft operation.

Solution of these problems requires a high level of knowledge and professional skill by pilots, navigators, engineers, controllers and technicians, and consequently, well-organized technical training and the strictest supervision of the implementation of recommendations that have been developed.

Wherever this has been put on a good organizational basis, the result is evident. Thus, the lowest proportionate consumption in Tu-154 aircraft was obtained by aviators in the Azerbaijan, West Siberian, Urals and Tajik administrations, and the lowest in Tu-134 aircraft was obtained by the Azerbaijan, Armenian, Latvian, Moldavian, Tajik and Urals civil aviation administrations.

At the same time, analysis of the implementation of recommendations to reduce fuel consumption shows that there are still very large reserves here. For example, 17 to 25 percent of flights are made at less than optimum altitudes, no more than 25 percent of the takeoffs now are made without a preliminary shutdown, maneuvering time before landing at Moscow airports exceeds what is normal,

and the time from engine startup until takeoff also exceeds what is normal in more than half the cases. The most advantageous straightened route is not always utilized. For example, in the Belorussian Administration, there is 80-percent use of these routes, but there is only 30-percent use in the Lithuanian and Latvian administrations.

The lack of proper supervision of the implementation of recommendations has an immediate effect on the proportionate consumption of aviation fuel. Thus, at a recent meeting of the Ministry of Civil Aviation collegium, it was difficult for G. Laskin, chief of the Tyumen Administration, to explain why fuel consumption by their Tu-134 aircraft was 47 grams more per ton-kilometer than consumption by their neighbors in the Komi Administration, and 75 grams more than in the Urals Administration. Many such examples may be cited. Fuel consumption by Tu-154 aircraft in the Turkmen Administration is 52 grams higher for each ton-kilometer than in the neighboring Tajik Administration, consumption in the Georgian Administration is 37 grams higher than in the Armenian Administration, consumption in the Krasnoyarsk Administration is 33 grams higher than in the West Siberian Administration, and so forth.

Bringing the lagging collectives up to the level of the leading ones is the principal resource in achieving high results in aviation fuel economy.

The second direction which has yielded a large economic gain is improvement in the cargo and passenger capacities of our aircraft, that is, increasing the commercial payload and the number of passenger seats occupied. And it is obviously not a coincidence that the percentage of commercial payload and occupied seats is higher in the aforementioned administrations that achieved the best indicators.

Work carried out in the sector to optimize the structure of the air route network and reduce the number of intermediate landings, taking the efficient use of aircraft and their technical and economic features into account, and to shift the more economical aircraft to routes, depending on the length of the flight and the magnitude of cargo and passenger flows, is producing a significant result. As an example, just by replacing Il-62 aircraft with the Il-86 on the Moscow-Novosibirsk route, more than 19,000 tons of fuel is being economized annually.

In 1985 it is planned to introduce the Il-86 on eight more air routes now being flown by Il-62's and Tu-154's, the Tu-154 will be introduced on more than 20 routes being flown by Tu-134's and Il-18's, and the Yak-42 will be introduced on 15 routes being flown by Tu-134 and An-24 aircraft.

Calculations show that by introducing more economical types of aircraft on air routes and reducing short-haul flights, fuel economy in 1985 will amount to 50,000 tons per year.

All administrations still are not obtaining a high commercial payload. Thus, the percentage of commercial payload decreased in the East Siberian, Far East, Magadan and Tyumen administrations. Preparation to receive Il-86 and Yak-42 aircraft, which have high fuel efficiency, is being carried out poorly in a

number of administrations. A large amount of aviation fuel is being consumed in processes not connected with direct implementation of production flights: for technical maintenance and repair of aircraft, the operation of airport machinery, training, official and standby flights, and flights at educational institutions and the GosNII GA [State Scientific Research Institute of Civil Aviation].

While we have succeeded in recent years in reducing fuel consumption for technical maintenance to one-half as much, maintenance workers have not been achieving much progress at present. Substitutes for gasoline are not being introduced actively enough for washing parts, errors are permitted in rigging airplanes and helicopters and in aircraft engine adjustment; the quality of painting and cleaning aircraft surfaces is still low, and the air conduits of engines are not clean. Omissions like this lead to losses of hundreds of thousands of tons of fuel. The GUERAT, VGPO "Aviaremont," ATB [Main Administration for the Operation and Repair of Aviation Technical Equipment, the "Aviaremont" Aviation Equipment Repair Industrial Association, and the air maintenance bases] and plants of civil aviation are still not concerning themselves actively enough with the problems of maintaining high aerodynamic characteristics for aircraft and with retaining engine thrust with lower fuel consumption. The devices made by Kazakhstan innovators for cleaning engines' gas and air lines are being introduced very slowly. Citing various objective and subjective reasons, aviation maintenance workers are delaying the painting of aircraft with polyurethane enamels.

Centralized electric power from ground-based sources is being supplied at many airports (Borispol, Leningrad and others), which significantly reduces the operating time of auxiliary powerplants (VSU) and mobile units. But at airports such as Chelyabinsk and Simferopol, practically the entire process of technical maintenance on the apron is conducted with VSU's in operation, which leads to significant excessive consumption of aviation fuel.

Fuel consumption for training flights at educational institutions is being reduced slowly, despite the ever-increasing availability of simulators, including those on a mobile platform.

Through improvement in work organization and introduction of new equipment and new technological processes to maintain airports in operational readiness, fuel consumption for needs on the ground has been reduced to half as much. The losses of fuel in storage and in transit have been reduced. New pipelines and centralized refueling systems have been put into use. However, there are extensive unutilized reserves in this direction as well. New, more economical ground-based equipment (machines with infrared units for melting ice, for example) are being introduced slowly. There have been cases of spilling and mixing different types of fuel, unauthorized use of it, and even misappropriation.

In summing up the results of 4 years of the 11th Five-Year Plan, aviation workers now are making higher socialist pledges for the final year of 1985, and are preparing to greet the 40th anniversary of Victory holiday and the 27th CPSU Congress in a worthy manner. And concrete figures of economy in raw material,

materials, power and fuel run through these pledges like a red thread. An important task is being set for all civil aviation workers--to broadly develop competition to reduce the proportionate consumption of fuel for each unit of transport output and to operate no less than 2 days per year on fuel that has been saved.

Fulfillment of these tasks will require considerable strenuous effort in the work. But these tasks can be fulfilled, since they are based on practicable calculations and developments and the knowledge and experience of aviators multiplied by the creative force of the workers' competition and enthusiasm, which always leads to success.

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CIVIL AVIATION

DEPUTY MINISTER ON CIVIL AVIATION CONSTRUCTION PROJECTS

Moscow IZVESTIYA in Russian 23 Jan 85 p 2

[Report on interview with L. Svechnikov, deputy minister of civil aviation, by IZVESTIYA correspondent V. Belikov: "Airports for the Il-86"; date and place not specified]

[Text] As already reported in IZVESTIYA (No 19), Aeroflot's objectives in the final year of the five-year plan were discussed at an expanded meeting of the Ministry of Civil Aviation collegium and the presidium of the Aviation Workers Union central committee. Together with many other aspects of air transport, considerable attention was devoted to the development of ground structures and services and the construction of airports and air terminals.

At the request of the newspaper's correspondent, Deputy Minister of Civil Aviation L. Svechnikov tells us about this.

[Question] Airports now have become "crossroads" of the airways which determine to a large extent the level of passenger service and the opportunities for expeditious delivery of freight needed for enterprises and construction sites of the national economy. What is new that will appear at the country's largest airports in the coming months?

[Answer] Renovation of the runways at the Sukhumi and Sochi airports which has been completed and their provision with the latest radio navigation and lighting equipment will enable us to bring Aeroflot's Il-86 flagship to the capital of the Abkhaz ASSR as soon as April and to fly vacationers in it to Sochi in the summer as well.

At the other end of the country, in Arctic Norilsk, a new runway also is being commissioned, which may be used by long-range mainline Il-62's for direct non-stop flights to all the health resorts in the Crimea, the Northern Caucasus, and the Black Sea and Baltic regions. This provides considerable convenience not only for the residents of Norilsk, but also for those living in Dikson, Tiksi, Igarka and Khatanga and other cities and settlements in the Far North, who will henceforth be able to get to the country at large more rapidly and simply.

"Airports on the Trans-Siberian air mainline will receive the necessary development," continued L. Svechnikov. "Renovation of the runway at Sverdlovsk is being completed; it can also accommodate the Il-86. A large amount of cargo for the West Siberian gas and oil region passes through the Tyumen airport. It is flown from here in light aircraft and helicopters to the oil fields and deposits. When the reinforced concrete strip of the airport in the oil capital of Western Siberia is put into operation, it will be able to handle the Il-76 heavy cargo aircraft regularly."

The year that has begun will become important for two remote airports on the shores of the Pacific: the Il-62 will begin flights to the Vladivostok airport and the Tu-154 will be flying into Yuzhno-Sakhalinsk. Today air travelers from Moscow, let us say, reach these cities only by transferring at Khabarovsk.

[Question] Air terminals sometimes are called the "visiting cards" of cities. Evidently they too will be renovated?

[Answer] Construction of the air terminal complex at the new Minsk-2 Airport will be continued, construction of a new air terminal will be begun in Vilnius, plans are ready for "air berths" in Baku and Tyumen, and development of one for Ashkhabad is being completed. Architects and designers are working on future air terminals in Sochi and Simferopol...

[Question] Is renovation being proposed for structures at the largest air hub, in Moscow?

[Answer] Yes renovation of the runways at Vnukovo Airport will be completed. The runways were laid out before the war and intersect each other, as was the practice then. Pouring additional layers of concrete at the point of intersection will force the airport to be closed to flights for some time.

[Question] When?

[Answer] This will take place from the end of April to June this year. By the peak of the summer air travel season, which comes in July and August, aircraft will again be landing and taking off at Vnukovo.

Redistribution of the passenger flows during the forced interruption in operation of the capital's largest airport has been thought out. As usual, Domodedovo will be serving flights to Siberia, the Far East and Central Asia, as well as additionally to the Ukraine, the Northern Caucasus and the Caucasus region. Sheremet'yev will add to its scheduled flights those bound for Moldavia, the Volga region, Tyumen and the Komi ASSR.

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CIVIL AVIATION

IMPROVEMENTS IN PERSONNEL NEEDED FOR BETTER FLIGHT SAFETY

Moscow VOZDUSHNYY TRANSPORT in Russian 24 Jan 85 p 2

[Statement by V. Glushkov, chief of the East Siberian Civil Aviation Administration, in Irkutsk reported by correspondent Yu. Kolesnikov: "Training Personnel Responsibly"; date not specified]

[Text] Over the years that the East Siberian Civil Aviation Administration has been in existence, thousands of pilots have completed the flight school here and good work traditions have been developed. The present generation of aviators has reliable aircraft and an airport with modern equipment at its disposal. But this in no way means all the problems have already been solved. Times does not stand still. Complicated tasks which are now facing the sector can be resolved only by competent, ideologically tempered personnel that have been correctly placed and armed with first-rate equipment. Above all, this applies to cockpit personnel.

Our correspondent Yu. Kolesnikov met with the chief of the East Siberian Civil Aviation Administration, V. Glushkov, and asked him to tell us what steps are being taken to eliminate existing shortcomings in the most important directions of the work.

Flight safety is that generalized indicator in accordance with which we evaluate the level of professional skill and the quality of training of flight, controller, and engineering and technical personnel; the status of organized operation and discipline in flight subunits, in the traffic services, in the technical maintenance services of ATB's [air maintenance bases], and in the ground services; and the effectiveness of organizational and political education work in a collective.

At councils of the administration and party organization meetings, the most important directions are continuously in our center of attention, and we make those guilty of omissions in this work strictly responsible. However, the results of inspections of aviation enterprises by commissions of the Gosavianadzor [State Commission on Civil Aviation Flight Safety] and the Ministry of Civil Aviation compel us to return to this problem again and again. And it must be admitted this concern is justified. I would also like to devote particular attention to certain aspects of the problem.

The organizational and political education work being conducted enabled us to provide a sufficiently high level of flight operations in the fall-winter and summer seasons last year. Apparently this also led to conditions of complacency here and there.

The reasons for such manifestations are well-known. The measures being carried out are not effective enough and have a poor influence on developing and instilling in aviation specialists a high responsibility for work assigned and for strict fulfillment of the norms and rules in force to ensure quality in flights. This also is a consequence of serious omissions in our administration apparatus.

Let us examine the initial causes of our shortcomings. And let us do this by using the Nizhneudinsk Aviation Enterprise as an example.

We should mention first of all the shortcomings in work to select and assign personnel. Several supervisors of all the units in Nizhneudinsk were replaced for practically 1 year. In a word, each supervisor was faced with a new, more responsible section of work. But it turned out that many simply were not prepared to handle an entire range of new duties in a short period of time. This was not long in having an effect on the level of discipline--subordinates always have a remarkable ability to sense our incompetence. It happened this way in Nizhneudinsk, too. There is more. Several orders were issued for this enterprise, and those guilty were penalized. That is, from the administrative point of view, we did everything, it would seem. But we overlooked the main thing--rendering concrete assistance on the spot, helping by deed, not by coercion--in a word, taking the young supervisors "under our wing." Punishment is effective when a person demonstrates carelessness or laziness, but if he simply does not have enough experience?

It is now apparent that we permitted an error in the style of management itself. We reshuffled personnel and forced them to "swim" independently. But after all, this error did not have to take place. There are highly skilled specialists in the administration with extensive experience in production and life. However, their knowledge and experience was not applied where it was necessary.

Here is a typical example. A. Dontsov, instructor pilot in the flight navigation department, was assigned to the Nizhneudinsk Aviation Enterprise. His report was heard at a party meeting of the department's communists in November.

A. Dontsov had been at the Nizhneudinsk Aviation Enterprise for only a year. That is both a lot and a little. The comrades in the party organization made communist Dontsov responsible for shortcomings that had been permitted.

The total indicators of all efforts depend to a large extent on the quality of work of the flight navigation department and the inspectorate. And we had omissions in this plan. Those having others under their guidance [kuratory] were shifted frequently in the subunits, which did not help the work at all. All instructor pilots of the LShO [flight navigation department] and check pilots have been assigned to specific subunits and in accordance with types of

aircraft. Such a narrow specialization will make it possible to bring about improvements in the quality of the work of those responsible for guiding others. The practice of a monthly accounting by communists has become firmly established in the activity of the LShO and inspectorate party organization.

I will not be mistaken if I say that the PANKh [Use of Aircraft in the National Economy] subunits cause the greatest concern. This is typical not only of our administration. Indeed, the problem is defined by two basic factors--the youth of the personnel and isolation of the work place from home base. Under these conditions, the figure of the commander of a middle-level unit comes to the fore. Hence the significance of the problem of training and assigning personnel in precisely this category of supervisors. The point is that small aircraft serve as the first rung of the ladder in the specialists' development. Each young supervisor of a PANKh subunit essentially sooner or later is retrained for more sophisticated aircraft. That is, no sooner do they succeed in training him, no sooner does he understand what is what, when a replacement for him is already being sought.

Speaking of work with personnel, we cannot fail to mention the role of the deputy commanders of enterprises and flight subunits for political education work. Their contribution in such labor-consuming work is indeed great. The study and education of young pilots (and not just young ones), assistance in selecting and assigning leading personnel and in evaluating their political and ideological maturity, the ability to find teaching aptitude in a person--if we can express it this way--and to develop it, rest precisely on their shoulders. The majority of these people are honest and selfless, but I think that we are burdening them with paperwork and with the solution of minor current problems, distracting them from the main and innermost problem--work with people, the selection of personnel for the reserve and training of young supervisors.

In my view, precisely the reserve of personnel for promotion requires the greatest attention. Equally with the commanders of the middle-level unit, we must be intensively concerned with the training of their deputies. So that they acquire beforehand both the theoretical and practical skills of leading a unit, squadron, and so forth. With this objective we have reexamined the many principles of organizing procedural and flight work and have expanded the schools of advanced experience to include middle-level unit supervisors and their deputies. Based on a number of leading enterprises, it is planned to conduct critiques, interviews and an exchange of advanced experience in the form of seminars.

The problem of ensuring quality in flights is all-embracing and comprehensive in nature. It is made up of many interrelated components. Ant the principal one is the personnel, their discipline and skill. It is precisely the people who determine the procedure and quality of organization in all work sectors.

The selection and placement of personnel is particularly party business. We are focused on this by theses and conclusions from the speech in the Politburo on 15 November 1984 by Comrade K. U. Chernenko, general secretary of the CPSU Central Committee and chairman of the Presidium of the USSR Supreme Soviet, who

stressed that today it is necessary "that each member of the party demonstrate a personal example of conscientiousness in work, initiative and creativity, and a high degree of organization and discipline."

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CIVIL AVIATION

DETAILS OF 1ST REGULAR AEROFLOT FLIGHT TO TOGO

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Jan 85 p 4

[Article by A. Dobrovol'skiy, APN correspondent writing especially for VOZDUSHNYY TRANSPORT, and V. Degtev, VOZDUSHNYY TRANSPORT stringer: "Tokuen Greets A Soviet Aircraft"]

[Text] Moscow-Lome-Moscow--As we have already reported, Aeroflot has opened a new international route between Moscow and Lome, via Vienna, Tripoli and Lagos. Today we are recounting how the initial flight went.

The velvety blackness of the tropical night over Lome, capital of Togo, was cut by the sharp light of the descending airplane's landing lights. A few minutes later the Tu-154 was taxiing along the hot concrete of Lome's Tokuen Airport.

Aeroflot's first flight on the Moscow - Lome route was over. After covering a distance of more than seven thousand kilometers in nine and one half flying hours, a trip that crossed three time zones, the crew commanded by Pilot First Class Viktor Kotyayev was met in Lome by representatives of the Togolese Republic Ministry of Foreign Affairs, the Ministry of Commerce and Transport, journalists and employees of the Soviet Embassy. The first scheduled trip to Lome brought a delegation headed by V. Potemkin, deputy general director of Aeroflot's International Air Services Central Administration [TsUMVS].

Speaking at the ceremony opening the air route between Moscow and Lome, USSR Ambassador to the Republic of Togo S. Shaverdyan noted that opening regular air service along the new route meets the interests of the friendly relations that have been established between the Soviet Union and Togo, and it will promote their development and strengthening and allow the improvement of business, cultural and scientific contact between the two countries.

A director of one of Togo's Ministry of Commerce and Transport cabinets, (Kvame Meyssou), stressed that opening the new air route was an expression of both states' good will in developing mutual cooperation.

The Soviet Union trains Togolese citizens every year and graduates from Soviet VUZ's are even now working in various industries in Togo's economy. Last year

the group "Folk Dances of the USSR" toured Togo and the local press spoke highly of the group's concerts, characterizing them as "opening the treasure of Russian culture for Togolese".

The growth of ties between the two countries has also served as a reason for opening a direct Moscow - Lome air route. The Togolese Republic became the 97th country into which Aeroflot now has regular flights.

It is also symbolic that the new route was opened on the eve of the 25th anniversary marking the establishment of diplomatic relations between the two countries. This anniversary will be celebrated on 1 May 1985.

Here is what TsUMVS Deputy General Director V. Potemkin said about the first flight to Lome:

"Opening regular flights along the new Moscow - Lome route was done in accordance with the Interstate Agreement on Air Service between the Soviet Union and the Togolese Republic that was signed 17 June 1983 in Moscow. The first flight was completed strictly on schedule. Our Tu-154 landed at the capital airport of Tokuen at midnight, but despite the late hour there were many people there to meet the Soviet airplane. This testifies to the great interest that the Togolese public has in opening regular air service between our country and Togo."

There was a press conference in the airplane itself and later at the airport, in which both Togolese and foreign journalists took part. During the press conference there were many questions about the development of air transport in the USSR, its use in economic areas and also about Aeroflot's international air routes.

The delegation from the Ministry of Civil Aviation went to receptions at the Togolese Ministry of Foreign Affairs and the USSR Embassy marking the beginning of flights from Moscow to Lome. During these receptions both the Togolese and Soviets put a high value on the significance of the Agreement on Air Service between the USSR and the Togolese Republic.

Both sides recognize that the new Moscow - Lome route will allow them to strengthen contact and cooperation in the area of culture, economics and science. As stressed by responsible colleagues at the Ministry of Foreign Affairs and the Ministry of Commerce and Transport, this air route once again confirms the USSR's aspiration for cooperation between all countries, including the developing nations of Africa.

The warm and well-wishing meetings at Lome allow one to hope that the aviation ties between the USSR and Togo will develop and strengthen.

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CIVIL AVIATION

CURRENT STATUS OF ATC AUTOMATION PROGRAM, PROBLEMS

Moscow VOZDUSHNYY TRANSPORT in Russian 19 Jan 85 pp 2-3

[Speech by T. G. Anodina, chief of the Scientific Experimental Center for Civil Aviation Air Traffic Control Automation, participant at the Expanded Session of the Ministry of Civil Aviation Collegium and the Aviation Workers Trade Union Central Committee Presidium: "Speeches By Participants"]

[Excerpt] Resolving the tasks assigned to civil aviation is inseparably linked with increasing the effectiveness of using the scientific-technical potential which Aeroflot has available today, and with speeding up the introduction of achievements of scientific-technical progress.

The development and comprehensive introduction of automated air traffic control, navigation and landing systems are taking on special urgency and acuity since they are linked with guaranteeing the most important indicators of air transport work -- flight quality, regularity and economy.

The equipment volumes that were unmatched in earlier five-year-plans and the extremely compressed time frames for installing automated systems demanded not only that we search for the most economical research routes and use modern methods for testing and modeling, but also that we improve the style and methods of party and economic management, increase plan and performance discipline and more clearly interact with organizations in industrial and construction ministries.

As a result, in only four years of the five-year-plan the air traffic safety level for main line aircraft rose 1.4-fold at the same time that regularity and aviation fuel economy increased. But we must not be seduced by successes. We must see the unresolved problems and deficiencies. Unfortunately, these still exist.

We are slowly improving the structure of the air space. The planned lag in realizing the assigned volume and transfer times for putting in automated ATC systems is causing serious concern.

We must strive to speed up times for the development and serial production of specialized air traffic control trainers. Also, equipping air traffic controller work positions with modern control panels is still an acute issue.

This to a significant degree is holding back the certification of work areas that was aimed at increasing productivity and improving work conditions for air traffic controllers. We must immediately begin this work this year.

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CIVIL AVIATION

'TRASSA' AUTOMATED ATC SYSTEM OPERATIONAL TESTING

Moscow IZVESTIYA in Russian 27 Dec 84 p 6

[Article by V. Belikov, special IZVESTIYA correspondent: "I Hear, See And Control"]

[Text] Moscow-Simferopol--Even on New Year's Eve night Aeroflot airplanes will be hurrying above our country. Their work is not stopping for a single hour. Civilian aviators had completely met their 12-month plan a week before the end of the period and here are the 1984 results: 112 million passengers, more than three million tons of urgent cargo and mail and 103 million hectares of agricultural land treated by aerial spraying.

These final results were reported to Soviet and foreign journalists at a 26 December press conference conducted by Aeroflot, in which First Deputy Minister of Civil Aviation B. Panyukov took part. He mentioned, among other technical innovations of Aeroflot, the "Trassa" system, our first domestic automated air traffic control [ATC] system. Operational testing of the "Trassa" system has just begun at Simferopol Airport, which was visited by this IZVESTIYA correspondent.

Our airplane which, had departed from Vnukovo early in the morning, was one of the first to enter the "Trassa" operating zone. "Trassa" is noted for its enviable operational range. It was enough to flash by Dneproges under the left wing and the responsible electronic system took us under its care, protecting us against unforeseen complications during the final, most tense and critical stage of the flight from Moscow to the Crimea. As was explained to me before the flight, this route is a virtual main flight line with extremely intense flight traffic and even some very busy "intersections" which are continuously controlled from the ground with radar and radio communications.

At the threshold of the stratosphere where the Tu-154 was flying were white, smoky stripes against the dark blue of the sky, visible trajectories of airplanes hurriedly rushing along our same route. And there is yet another trail far off to the right at an angle to our route, apparently an airplane

rushing to Anapa. The airplane below and to the left is going from Tashkent to Kiev. The air traffic is really like that on a country highway at the beginning of the week-end!

"I know that you maintain communications with the ground and report crossing check points," I said to the crew radioman, O. Safronov. "But where do you get information on airplanes that are near-by?"

"I listen carefully to the airwaves," he explained, "and there is even a term for it now -- 'radio discretion' This is a very important quality in our work, especially during trips to major airports like Moscow, Simferopol, Sochi and Mineralnyye Vody. But of course, the land-based air traffic controllers, whose main and most important duty is guaranteeing the safety of all airplanes, certainly bear the brunt of the load here. The strain on every shift is extreme."

What happens, especially during the height of summer navigation, is that a new airplane appears on the first-class concrete strip of the Crimea's main airport every three or four minutes. These airplanes come from Magadan or London, Murmansk or Aden. It is possible to keep an eye on all these airplanes now only because we are fully armed with the most contemporary radiotechnical and electronic equipment, among which belongs the "Trassa" system.

To get a more complete view of its advantages I first visited during a shift change, the room where specialists control air traffic with the earlier, still operational system. Having come on duty, the air traffic controller, standing behind his colleague, was "getting use to" the aerial situation for a rather long time, mentally recreating and memorizing the constantly changing picture of the relative positioning of airplanes in his sector of responsibility and listening carefully to radio voices from the loudspeaker. With aircraft closely packed in the boundless sky today, they really had to keep them in very strict order, following the distinctive motto of air traffic controllers: "I see, I hear, I control."

And in the neighboring, spacious "Trassa" system hall a soft, shadowless light was pouring out. This light did not affect the ability to see the smallest details of the huge aerial arena on the large, round radar screens. This arena extends for hundreds of kilometers around Simferopol. Short, precise commands that are most often not given orally, but with the simple pressure of a panel key, the instantaneous splash of radio a impulse, go out from this position along the airways and along wires.

Answering these silent requests, the airplanes themselves, without any interference from pilots, report about everything that the people who control this traffic must know. And then this "data" comes up on the screen next to the light-speck that shows the aircraft's position. This is the most important information on the aircraft and its flight parameter.

This allows air traffic controllers to prompt the crew to the best maneuver variation in time, without any unnecessary conversation on the radio, and this in turn eliminates possible obstacles and keeps airplanes from converging

dangerously close to each other. The computers which operate the system hold in their immense memory banks all the information necessary to complete every flight. The electronic aids will also immediately point out to the air traffic controller any command given incorrectly and will not extinguish the warning signal until that command has been changed.

As noted by V. Podkorytov, deputy chief of the Simferopol aviation enterprise, "'Trassa' is able to do many things. Since this new system was introduced the work of the airport's most complicated complex has become more rhythmic. Our passengers, and there are more than two million of them per year, value the considerate attention of 'Trassa' in that it will observe the flight schedule more exactly. And their very stay in the air, especially during take-off and landing, will be softer and more fluid and will not have any unpleasant sensations."

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CIVIL AVIATION

IL-76 USED FOR FUEL DELIVERIES TO POLYARNYY

Moscow VOZDUSHNYY TRANSPORT in Russian 29 Jan 85 p 1

[Interview with I. Dergilev, chief of the Yakutsk Administration of Civil Aviation, by VOZDUSHNYY TRANSPORT correspondent V. Torishniy, date and place not given: "An Aerial Pipeline"]

[Text] The settlement of Polyarnyy in Yakutiya was suffering from a liquid fuel shortage. Aviation came to its aid. Our correspondent V. Torishniy asked Chief of the Yakutsk Administration of Civil Aviation I. Dergilev to tell us about that work.

The transportation and domestic needs of Polyarnyy are provided by powerful BelAZ trucks. They are also the basic users of the fuel which Aeroflot aircraft are delivering. Specialists who produced the preliminary estimates for the "aerial pipeline" concluded that the best aircraft for this would be the Il-76. These aircraft were immediately sent by the East Siberian and Krasnoyarsk Administrations of Civil Aviation.

[Question] Obviously such an "influx" of aircraft presents certain difficulties for the relatively small airport in Polyarnyy?

[Answer] That cannot be denied. As with any unprecedented measure, the massive air delivery of fuel, especially with the polar night conditions, initially forced not only aviators from our own administration but also those from Bratsk and other enterprises to ponder. For example, specialists from Bratsk had to set up temporary fuel warehouses near their airfield. These consisted of seven huge storage tanks where fuel came directly from the specialized Goskomnefteprodukt [State Committee for the Supply of Petroleum Products] base. We can now say that those initial problems are behind us. The transportation line which has eight or nine flights every day landing at the Polyarnyy strip is taking on the traits of a factory conveyor line.

[Question] You mean that it has taken on a stable rhythm and technology has, so to speak, set in? That the conveyor starts in Bratsk at the temporary storage tanks?

[Answer] People there are filling four-cubic-meter containers with fuel and hauling them in groups of seven or eight per trailer to the airplanes. Then the Il-76's own mechanized equipment takes over. The flight is made and, after landing, the fuel is pumped into cisterns at the Polyarnyy settlement airport. It goes from there to the motor vehicle bases. In addition to the "cargo packs", the containers, aviators are also using supplemental capacities such as those in the wings of the aircraft themselves to deliver fuel. With the time to unload this supply, the stop at Polyarnyy is an hour and a half to two hours. And then they start back.

[Question] Polyarnyy has to land up to 14 aircraft per day. Can the ground services cope with this load?

[Answer] I must say that Polyarnyy aviators were unlucky in the sense that the massive delivery coincided with the start-up of a new terminal and landing system equipment. But other administrations came to their aid. The Central Regions Administration of Civil Aviation and Sheremetyevo sent air traffic controllers, aviation engineering service specialists came from Krasnoyarsk and drivers for the special transports and other categories of workers came from the Far East, Arkhangelsk, Komi, Magadan and Georgian Administrations of Civil Aviation.

[Question] Figuratively speaking, you needed a head to manage this transfer.

[Answer] Nikolay Yefimovich Kuz'menko, first deputy commander of the Bratsk aviation enterprise, Nikolay Nikolayevich Tereshchenko, commander of the Mirnyy aviation enterprise and customer representatives and representatives from other departments joined the work group that decided the daily operational issues.

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RAIL SYSTEMS

RAILWAYS MINISTER ON 1984 SECTOR PERFORMANCE, GOALS FOR 1985

Moscow GUDOK in Russian 3 Feb 85 pp 1-2

[Unattributed article: "The Railroad Workers' Most Important Goals: Expanded Meeting of the Railway Ministry Collegium and Trade Union Central Committee Presidium"]

[Text] As reported earlier, the expanded joint meeting of the Railways Ministry Collegium and the Central Committee of the trade union for rail transport and transport construction workers took place recently. Participants included management personnel from railroads, a number of divisions, plants, subway authorities and Promzheldortrans area associations, as well as railroad trade union chairmen, leading scientists, specialists and Railways Ministry personnel active in the party and trade union.

Discussions were held on the results achieved by rail transport during the past year and on targets for the fulfillment of the 1985 plan and for the successful conclusion of the current five-year plan in light of the positions and conclusions arising from Comrade K. U. Chernenko's speech to the 15 November 1984 meeting of the CPSU Central Committee Politburo.

A report was read by Railways Minister N. S. Konarev and the following railroad chiefs appeared at the meeting: G. M. Fadeyev, October Railroad; I. L. Paristyy, Moscow Railroad; A. S. Goliusov, Southeastern Railroad; A. M. Kozhushko, Donetsk Railroad; A. A. Puchko, Southern Railroad; V. M. Skvortsov, Sverdlovsk Railroad; N. P. Ovryanik, Volga Railroad; N. K. Isingarin, Tselin Railroad and Ye. S. Val'kov, Kemerovo Railroad. Other participants included V. M. Slosman, chief of the Kurgan Division of the South Urals Railroad; Yu. V. Senyushkin, chief of the Moscow Subway; Yu. V. Krasnov, chief of the Dnepropetrovsk Diesel Locomotive Repair Plant; B. I. Filonenko, chief of the Voronezh Railroad Car Repair Plant; G. S. Lopunov, chief of the Krasnoyarsk Promzheldortrans Association; A. L. Lisitsyn,

director of the All-Union Scientific Research Institute for Railroad Transport; G. I. Osadchuk, chief engineer of the Railroad Cars Main Administration; B. A. Morozov, deputy minister/chief of the Lines Main Administration; V. P. Kalinichev, deputy minister; and N. I. Kovalev, chairman of the trade union central committee.

CPSU Central Committee member, G. A. Aliyev, first deputy chairman of the Council of Ministers, appeared at the meeting.

The Railway Ministry Collegium and trade union Central Committee adopted a joint resolution which should become a specific action program for all railroad workers in the final year of the five-year plan.

Last year was one of active, intense work in all sectors of socialist construction. The economy, national prosperity and the power and authority of the Soviet state grew at a rapid pace as did the moral and political unity of our entire population rallied around the party's leninist Central Committee and its Politburo headed by Comrade K. U. Chernenko, CPSU general secretary and chairman of the USSR Supreme Soviet Presidium.

The measures adopted by the party to improve the manner and methods of work, strengthen discipline, order and organization, raise personnel responsibility and the level of management, maintain a creative approach to business affairs and struggle ceaselessly against deficiencies have brought about significant positive results.

Railroad workers have also brought their power to bear in the overall achievements of the Soviet people. Fifteen million tons of cargo have been delivered in excess of plan goals. Locomotive and railroad car productivity has been raised. Cargo train payloads and speeds have grown. The growth in cargo volume is due entirely to an increase in labor productivity. However, worker obligations to increase this vital economic indicator by 1 percent while reducing shipping costs by an additional 0.5 percent were not completely fulfilled for the sector.

The completion of track-laying and opening of traffic along the entire Baykal-Amur Mainline was a great labor victory. (The 29 January issue of GUDOK contains a detailed view of rail transport work in 1984.)

The successes achieved by railroad workers were highly valued by Comrade K. U. Chernenko in his appearance at the 15 November 1984 Politburo meeting. Certainty was expressed that matters would proceed with success in the future. This should become the guide to action for all railroad workers in the final stage of the five-year plan.

The reporting speaker and those appearing at the meeting noted that many progressive facility and subunit collectives, production innovators and right-flank competitions have presented valuable initiatives and have adopted

intensive counterplans and high socialist obligations for 1985. The obligations of all branches are specified in the socialist duties for all railroad workers published in the PRAVDA and GUDOK newspapers.

The scope of work to be undertaken is evident from the state plan's targets for the most important indicators. Cargo shipment volume must reach 3,950,000,000 tons. This is 57 million tons greater than the 1984 figure. Freight turnover must be raised by 91 billion ton-kilometers to 3,730,000,000,000 ton-kilometers. The planned passenger turnover is 370 billion passenger-kilometers. Much has to be done to improve the use of technical resources.

These high indicators must be achieved with minimal outlays by intensifying productivity and increasing efficiency in every possible way. The plan calls for a 2.1 percent increase in labor productivity and a 0.3 percent decrease in shipping costs. Revenue must reach a staggering 5.3 billion rubles.

The government is allocating significant resources for the development of rail transport. Capital investment in the sector for this year alone will exceed 6 billion rubles. The plan calls for placing 1,327 kilometers of new lines and 680 kilometers of secondary track in service, electrifying 1,480 kilometers and equipping 2,200 kilometers with automatic blocking equipment and central dispatching facilities. 12,000 kilometers of track require major overhaul, 14,000 kilometers require medium repair and 22,700 kilometers need upgrading. Jointless track will be laid on more than 5,000 kilometers of lines. Track deliveries are to be increased by 7.2 percent.

Major allocations are directed at improving railroad worker welfare. 645.8 million rubles are being provided for the construction of housing and other social/domestic facilities. Plans call for the opening of 1.7 million square meters of housing, school facilities for 7,200 students, pre-school facilities for 10,000 youngsters and hospital facilities with 1,900 beds.

The plan for 1985 is intensive and its work schedule is large. It is important that each unit manage the resources it is given, raise productivity as much as possible and aid in increasing cargo-handling volume by raising labor productivity. There is a great deal of interesting and innovative work to be done. The task is to involve all railroad personnel in this work, to mobilize people in order to achieve ever higher goals and wherever possible to develop socialist competition for a successful conclusion to the five-year plan and for a proper beginning to the 27th CPSU Congress.

The start of the new year was of course complicated by severe winter and capricious weather. Additionally, many shortcomings were revealed in the preparation of facilities and personnel as well as in the organization of work. These miscalculations were very costly. Overall network figures would have been better last year had it not been for serious December losses in a number of railroads. As underscored at the meeting, several downward trends were evident even prior to the beginning of the fourth quarter. The underloading rate was greater than 20 million tons in January.

Carelessness in preparing people and equipment for winter was evident in the Kemerovo, West Siberian, Sverdlovsk, Gorkiy, Kuybyshev, Krasnoyarsk and South Urals Railroads, as well as in several others.

On the Kemerovo Railroad, only 9 of 35 snowplows were operational during the very first snowstorm. During a severe snowstorm at the Artyshta station, a total of 17 men were sent out to clear 76 switches at night. Kuzbass gondola car receiving was halted and coal loading was interrupted. This is the cost of irresponsible managers!

The space between tracks at many stations is cluttered. Brake blocks, shoes and other rolling stock components are scattered everywhere and often either damage or impede efficient operation of snow removal equipment. Machines used to blow switches clear are practically useless during heavy frost and the development of mobile heating systems and equipment is lagging behind. In a number of sites locomotives, railroad cars, centralized blocking system devices, communications equipment and electrical generators are not prepared for severe frosts.

Railroad and division chiefs, having permitted a significant decline during the previous year and in January of this year, answered before their colleagues and the trade union central committee presidium. The miscalculations and severe deficiencies are still not corrected although it is well past time to be at a normal work pace. Winter can still bring surprises but, as they say, there is nowhere to retreat.

This situation should give rise to serious alarm and concern. The most energetic measures are required to stop the decline, bring about normal work flow schedules, liquidate the deficit within the next 2-3 months and begin to steadily fulfill and exceed the plan for all type of cargos. References to the absence of one or another product planned for shipment are often groundless.

When working under difficult circumstances one should not create unnecessary tensions in one's work. If a malfunction occurs, the situation should be corrected calmly and surely without a loss of self-control and the normal pace of work resumed. Moreover, any confusion, sluggishness, slackness and ill-considered actions must be decisively stopped. Everything must be done to ensure that nothing eliminates the gains made through the intense and innovative work of railroad personnel during the last two years. This final year must become the most productive of the 11th Five-Year Plan.

Speaking before the expanded meeting of the CPSU Central Committee Politburo on 15 November 1984, Comrade K. U. Chernenko emphasized that 1985 must see a strong step forward in raising this country's economy in order to successfully complete the 11th Five-Year Plan and form a solid foundation for the efficient operation of the entire national economic system at the beginning of the 12th Five-Year Plan.

The party has established the intensification of all aspects of production as the most important task. This is dictated by living requirements. Those of us in rail transport must intensify production processes in the most decisive

manner possible. We can no longer put up with old standards and outdated concepts. Things must not be done as they were with production problems being resolved by wasting energy, know-how and material resources and without consideration for economic consequences. We must resolutely refrain from thinking in terms of extensive categories. We must adopt progressive methods of organizing labor and production in our operations.

Ministry and railroad specialists have prepared a number of programs designed to intensify work as much as possible in all areas of the cargo-handling process. The minister noted that a regular pace of train traffic must be achieved first of all, followed by a daily average movement of 400,000 cars at interline junctions. The support of the Southern Railroad collective comes to play in this matter. The collective has resolved to guarantee unimpeded reception of trains from all its neighbors and efficient work at all its stations. It is extremely important that railroad and department managers, as well as traffic foremen, begin each day with an explanation of how to receive trains from neighboring lines. Cooperation and coordinated efforts at nodal points will go a long way toward predetermining success in cargo handling.

A further increase in train weight is a powerful reserve and most important tool in the intensification of cargo traffic. An increase in weight standards is planned for trains formed lengthwise along station tracks for an area of over 53,000 km. There are also plans to organize the formation and dispatching of long trains in a 10,000-km area, the handling of loaded combined trains in a 47,000-km area, and the handling of empty combined trains in a 35,000-km area. The average weight of a train will increase by 100-115 tons as a result. This will allow the shipment of an additional 50-60 million tons of national production.

An increase in sector speeds of at least 1 km/h allows considerable reserves to be brought into action. Implementing the program specifically targeted to that end will allow the shipment of more than 30 million additional tons of cargo.

The struggle to improve car capacity and tonnage utilization must be carried out with even more energy. The reserves here are large and must be fully utilized. Car static loading was increased by 500-1000 kilograms on some railroads last year, resulting in an average increase of 310 kg for the network. High results must be achieved everywhere. The task established for 1985 is to again raise static loading by 300 kg. This will allow the hauling of millions of additional tons of cargo.

Under the intensification conditions special attention is being paid to improving control over the cargo-handling process. This is being achieved primarily through a new basis of operational dispatching involving widespread use of automated control systems.

Implementing planned intensification programs should help in achieving about 60 percent of the growth called for in cargo handling. The remaining growth must be achieved by developing capacity. A responsible approach must be adopted toward utilizing allocated capital investments and toward eliminating bottlenecks wherever possible. Cooperation must be strengthened with Ministry

of Transport Construction organizations involved in building and equipping railroad projects in order to foster good working conditions for their personnel.

The Railway Ministry Collegium and trade union Central Committee Presidium have committed central board, railroad, departmental, subway authority, plant and other facility, railroad trade union and rayon trade union management to do everything possible to make 1985 a year of major improvement in passenger servicing.

Recently some shifts to better organized transportation and passenger-handling techniques have been noted at a number of railroads. Massive summer travel volumes are being handled in a more organized manner. The time involved in ticket purchasing has been reduced. Various services required in terminals have been expanded.

At the same time, the fundamental improvements called for by resolution of the CPSU Central Committee and decisions of the Railway Ministry Collegium have not taken place. A number of railroads are not meeting scheduled passenger turnover volumes. Many passenger trains are still running late. Deficiencies in preparing and equipping trains, as well as in providing them with bedding and food are being slowly overcome. Situations of abuse and of crude conduct on the part of conductors remain unsolved.

As the meeting emphasized, the Soviet people know that the party Central Committee, having evaluated the state of passenger transport, has defined measures to improve its operation and everyone is waiting for this improvement since, of course, everyone wants to feel the effects of this improvement. Bringing order to terminals and trains and holding long-distance, local and urban trains to their schedules is a task of great social importance.

Under these conditions of intensified work, special attention is being paid to improving operational discipline which is far from being high everywhere. The train traffic schedule is violated on a regular basis. This is our fundamental operational document which coordinates the efforts of workers in all basic services and is directed toward more effective use of idle and hauling capacity as well as the high-efficiency operation of technical resources. Continuous violations of the train formation plan also occur. Adjustment procedures are frequently broken causing great difficulties in assuring the shipment of the most important cargos.

The stations are the most important link in the transport line. The state provides significant amounts of resources for their reconstruction and operational conversion. Computer technology is now being introduced widely at the station level as a basis for improving operations. At the same time, the railroads have not succeeded in achieving a position which would allow our most important switching and loading stations to operate at the pace required by the task set for us.

In 1984, car demurrage at operational stations was reduced by 0.19 hr. in comparison to 1983. Steady flow processing is being maintained and the lowest possible car demurrage was achieved at the Lyublino-Sortirovochnoye (4.52

hrs.), Minsk-Tovarnyy (4.9 hrs.), Bryansk-Lgovskiy (5.3 hrs.), Nizhnedneprovsk-Uzel (5.6 hrs.) and Moskovka Stations (5.9 hrs.). The Sverdlovsk-Sortirovochnyy Station is steadily providing the highest gravity yard processing level.

However, 47 of the 100 most important classification yards did not satisfy car demurrage levels and 39 of these were even below 1983 levels. We cannot be reconciled to unsatisfactory performance from such important stations as Arys-1, Khavast, Kochetovka, imeni Maksim Gorkiy, Kandagach, Saratov-2, Astrakhan-2, Tbilisi-Sortirovochnyy Yard and Yaroslavl Glavnyy. There are equipment in some places. In others, the technology has long since become obsolete.

The Collegium demanded an immediate examination of the situation at all critical classification yards and the organization of work at these stations so as to provide for continuous reception, formation and dispatching of trains. Station equipment must be cleaned and put in order so that conditions will be right for the introduction of progressive operational technology.

There are many violations of operational discipline at other facilities as well. Tens of locomotives break down every day and are removed from trains for unscheduled maintenance. Locomotive technical servicing points and prime mover inspection and repair operations are in need of serious improvement. Poor quality repair work is effected at many technical servicing points, especially those located at junction points. Hundreds of diesel and electric locomotives are consigned to depot reserve lists for minor malfunctions with no work being carried out. This matter must be put in order.

Progressive repair and maintenance operations have been introduced at many depots in the railroad network. These include Solvychevodsk, Rybnoye, Grebenka, Krasnyy Liman, Moskovka and many others. Their experience is widely known. However, at many railroads there is no one responsible for its introduction. The situation is especially unfortunate in the Azerbaijan, Alma-Ata, West Kazakhstan, Gorkiy and several other railroads.

Locomotives are complex and costly machines. Violations of operational and maintenance guidelines cannot be allowed, nor can oversimplification of the procedures involved.

A draft of a ministry order entitled "Increasing Locomotive Reliability and Utilization Efficiency" has been prepared. It provides for a number of measures. It is important that all of these measures be carried out strictly.

Railroad car failures cause great complications. Managers of the Railroad Cars Main Administration should have long been occupied with operations at technical servicing points. Technology at many of these facilities is primitive. Everything is done by hand. In the yards, up to 70 percent of breakdowns are not corrected and cars in poor condition are sent out on the rail lines. Unrepaired rolling stock which is unsafe when loaded is being passed from railroad to railroad. Many other units are damaged during loading, unloading and in handling operations in classification yards. Those who are guilty of inflicting such damage to the state must be severely punished.

Railroad car technical service point collectives at critical stations such as Kurgan, Barabinsk and other places are seriously engaged in mechanizing labor processes, increasing personnel qualifications and, as a result, are obtaining high quality work. Modern inspection and repair operations, based on the latest technical achievements, must be developed and widely distributed in order to sharply increase the reliability of the railroad car fleet.

There are many deficiencies in rail line management operations. It seems a great deal was done last year to improve track conditions. Defective rails, switches, sleepers and ballast were changed more than ever before. Major overhauls of major routes were made in quick order. This did not bring about the required level of reliability, however. Primarily it is a matter of falling behind important operational requirements. Snow removal operations were clearly insufficient. In many departments, work crews were not assembled for routine track maintenance.

Rail transport has a large plant and repair facility base. 1984 plan goals for plant production output were fulfilled. However, requirements for rolling stock repair and spare parts were far from satisfied. Claims against repair quality are very serious. Hundreds of claims are received at plants, and a majority of passenger cars, especially restaurant cars, are returned for repeat repairs. It is time to correct this condition in order to guarantee high-quality equipment repairs.

The situation with regard to cargo and train traffic safety received a critical look during the meeting. It was emphasized that the organization of accident-free work is the first duty of every railroad worker, from the line worker to management at any level.

Most violations of safety requirements involve serious omissions in training. Clearly it is not enough for this to be carried out in a haphazard fashion by various production foremen and inspectors. The payoff will come from active and objective personnel training.

Many responses and good suggestions are being received as a result of the Minister of Railways' direct call to locomotive engineers to work actively against traffic safety regulation violations. The engineers have unanimously pledged their readiness to be on the alert for safety.

In order to guarantee accident-free work, fundamental changes are required to push workers to carry out their work without defects and to establish complete procedures in this large and important area.

The railroads cooperate closely with thousands and thousands of enterprises in all areas of the national economy and with other means of transport. Nearly 80percent of all loading/unloading operations are carried out on approach lines. points. Serious attention needs to be directed toward coordination of efforts at these points where enormous reserves lie hidden. Common operational processes have become obsolete in many areas. There are often disputes while cars are left standing. We must respect our transport partners, work closely with them and help them. Additionally, we must exhibit high standards.

The party has set a task for the current stage of development--becoming first in the world in labor productivity within the coming years. A program suggested by the Belorussian Railroad collective is an indication of a specific means of achieving this goal. The task here is to raise labor productivity by nearly 16percent in 2 years.

The introduction of new technology, progressive methods, manual labor mechanization/automation and job integration is to release 11,000 persons from basic staff positions. A 15 percent salary increase has been proposed in order to motivate workers in the intensification of labor. It is planned to do this without drawing from a supplemental salary fund. Cooperation from all sides is required during this experiment to ensure that the experience accumulated is quickly shared among the other railroads and enterprises in this field.

Rail transport consumes significant amounts of material and energy resources each year. Are they always used efficiently? Unfortunately, there are cases of poor management and lack of controls. Extremely scarce lumber needed for railroad car repairs is occasionally sold off on the side. Cement and other scarce materials are wasted. Recycling is not a common practice. Fuel and electricity-saving measures are far from being fully implemented. The most serious attention must be paid to economy in all quarters in order to fulfill the obligation of working for two days using saved resources.

As we know, people determine the success of any venture. The field of rail transport contains people who love their work. Recently a number of measures have been adopted to further improve working, living and recreational conditions for railroad workers in order to stimulate highly productive and efficient work, as well as to raise the prestige of the transport professions. Still, high turnover rates at a number of enterprises have made it impossible to fill positions for some time.

Responsibility for people is the most important state-imposed duty of each manager. However, there are still foremen and trade union managers who poorly exercise their capacities for satisfying railroad worker housing needs, who put up with shortcomings in organizing the supply of public food, supply and health services and who have not introduced efficient and fair systems for materially and morally rewarding high work efforts. A number of railroads and enterprises do not expend enough effort on developing physical conditioning and sports activities and on organizing cultural recreational activities.

In his report, the Railways Minister emphasized that attention must be concentrated on three primary paths in order for sector workers to successfully fulfill plan goals and socialist duties in 1985. The first involves the strengthening of planning, operational and labor discipline at all levels of the system. The second is the development of specific programs for intensifying basic production processes in all areas. The third consists of strenuous efforts at each railroad, enterprise and workplace to introduce scientific/technical innovations and advanced methods into the production process. These efforts must be continuous.

Confidence was expressed at the meeting that, having mobilized their reserves, railroad workers are overcoming the deficit incurred during January, will

honorably manage plan tasks and socialist duties during the final year of the five-year plan, and will approach the 27th Party Congress with new labor achievements.

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RAIL SYSTEMS

STATISTICAL SUMMARY OF RAIL TRANSPORT WORK IN 1984

Moscow GUDOK in Russian 29 Jan 85 pp 1-2

[Article from materials of the USSR Ministry of Railways Accounting and Book-keeping Administration: "Scale, Tempo, Efficiency - a Review of Railroad Transport Work in 1984"]

[Text] During the past 2 years, rail transport has not only repaid the debt acquired during the first 2 years of the five-year plan in shipment of national economic products, but has also overfulfilled the plan by more than 16 million tons since the beginning of the five-year plan. The total volume of freight shipments was increased by 272 million tons and the volume of freight traffic turnover was increased by 273 billion tariff ton-kilometers.

An increase in the level of operational work and maintenance of equipment had a positive effect on the use of rolling stock. A multiple indicator that characterizes the operation of freight rail cars--turnover--was accelerated by 11 hours. It was slowed down by almost 5 hours during the first 2 years of the five-year plan. The locomotive productivity was increased by 20,000 ton-kilometers gross. During 1981-1982, it was reduced by 7,000 ton-kilometers gross. It was possible to achieve the positions provided by the five-year task for the average weight of a train. And whereas the increase was 136 tons during the last 4 years, 116 tons of the increase goes to the last 2 years.

The growth rate for the main economic indicator--labor productivity-- was 5.8 percent during these years. As a result, the entire increased volume of shipments was assimilated without an increase of operating staff.

The results could have been even greater if there had not been a decrease at the end of 1984, especially in December, when a number of railroads were insufficiently prepared to operate under conditions of the severe winter.

Dispatch of freight. During 1984, 3,893,000,000 tons of national economic products were dispatched. This is 15 million tons above the plan and 59.5 million tons above the level achieved in 1983. The pledge of the sector workers was fulfilled in this important quantitative indicator. The quality of variety loading was improved. The task was fulfilled for 36 of 42 planned types of goods. A total of 3,544,000 grain cargoes [tons?] and 2,533,000 tons of oil and petroleum products, 1,964,000 tons of ferrous metals, 1,869,000 tons of industrial raw materials and molding materials and 1,012,000 tons of nonferrous ore and raw sulfur was shipped above the plan.

The tasks in dispatch of iron and manganese ore, coke, cement, mixed feeds, peat and peat products and some other goods were also overfulfilled.

At the same time, the annual plan of shipments of timber and lumber was not fulfilled by 12.8 million tons. There was a shortfall of 881,000 tons of mineral fertilizers.

The best results in fulfilling the plan of freight dispatch of the annual list were achieved on the Belorussian, Moldavian, Odessa, Donetsk, North Caucasus, Southeastern, Volga, Kuybyshev, West Kazakhstan, South Urals and Transbaykal Railroads. The annual plan was assimilated on some railroads because of miscellaneous freight.

All railroads, except the Kemerovo, which had a shortfall of 8.8 million tons, fulfilled the plan of total shipments. The plan was fulfilled for only 8 of 15 types of freight.

A total of 19 railroads had a debt in shipments of freight during the first 2 years of the five-year plan. The October, Moldavian, Southern, Dnepr, Donetsk, Volga and Alma-Ata Railroads had completely repaid it in 1983 and 1984. The remaining railroads, with the exception of the Kemerovo Railroad, which increased its debt by more than 5.8 million tons, partially repaid the debt.

The plan of total shipment of goods in containers was realized by 106.4 percent. Compared to the previous year, these shipments increased by 6.6 percent. All the railroads coped with the plan. A total of 177.4 million tons was shipped in containers during 4 years of the five-year plan. The growth rate compared with 1980 was 122.5 percent.

Express routing. The proportion of express routing comprised 43.8 percent last year compared to a planned 43.9 percent. A total of 17 railroads coped with the task. The proportion of shipments of most goods by express trains increased, including up to 93.8 percent of iron ore and manganese ore, up to 78.3 percent of fluxes, 80.4 percent of shales, 57.8 percent of mineral fertilizers, 61.9 percent of granulated slags and up to 48.5 percent of imported goods. However, the level of express routing of shipments of pit coal, coke, nonferrous ore, industrial raw material and some others decreased. The average distance of shipments of goods by express trains remained at the 1983 level--636 kilometers.

Static loading. The assignment for an increase by 300 kilograms was fulfilled. Compared to 1983, it increased by 310 kilograms. This made it possible to ship 22.6 million tons of national economic products without involvement of additional rail car fleet.

The level of static loading for most bulk goods increased, especially of oil and petroleum products--by 610 kilograms, of ferrous metals--by 510 kilograms, of chemical and mineral fertilizers--by 550 kilograms, of construction materials--by 490 kilograms, of industrial raw material--by 760 kilograms, of refractories--by 810 kilograms and of grain--by 1,150 kilograms.

All the railroads coped with the static loading plan, with the exception of the East Siberian Railroad. The above-plan increase comprised 640 kilograms on the October Railroad, 730 on the Baltic Railroad, 1,020 on the Moldavian Railroad, 680 on the Odessa Railroad, 460 on the Southern Railroad, 430 on the North Caucasus Railroad, 890 on the Transcaucasus Railroad and 930 kilograms on the Baykal-Amur Railroad.

The average daily freight handling increased by 1,300 rail cars or by 0.6 percent of the 1983 level. The plan was underfulfilled by 0.9 percent.

A number of railroads, not having fulfilled the freight handling plan, had a significant excess of local freight, specifically, the Central Asian, Far Eastern, Volga, West Siberian, October, Lvov, Transbaykal, Alma-Ata, Azerbaijan, Moldavian, Odessa and West Kazakhstan Railroads.

Freight turnover comprised 3,641,000,000,000 tariff ton-kilometers, which is 4 billion or 0.1 percent above the plan. Compared to 1983, the freight turnover increased by 40 billion ton-kilometers or by 1.1 percent. The entire increase of freight turnover was due to an increase in the volume of shipments.

The freight turnover plan was fulfilled by 25 railroads. The Gorkiy, North Caucasus, Tselin, Alma-Ata, Central Asian, Sverdlovsk and West Siberian Railroads did not cope with it.

Passenger shipments. A total of 4,159,000,000 passengers were hauled in 1984. The increase comprised 10 million persons. Passenger turnover comprised 364 billion passenger-kilometers and this was 0.6 percent less than the plan. It increased by 2.4 billion passenger-kilometers or by 0.7 percent compared to 1983. The passenger turnover plan was fulfilled by 11 railroads, including the Baltic, Moscow, Gorkiy, Southern, North Caucasus, Sverdlovsk and Baykal-Amur.

The scope of passenger turnover increased by almost 21 billion passenger-kilometers, or by 6.4 percent during 4 years of the five-year plan.

Transfer of rail cars. Rail car traffic improved during the last 2 years both on the system as a whole and in individual regions of the country. The total transfer of rail cars in 1984 increased by 15,800 compared to the 1980 level, or by 3 percent.

Measures adopted by the ministry to increase the weight and length of trains made it possible to provide increased transfer of rail cars with a fewer number of trains. Thus, the average daily turnover of freight cars was less compared to 1983 by an average of 131 trains per day, or by 1.9 percent. This contributed to a reduction of operating expenses, to improvement in the use of locomotives and in organization of the operation of locomotive brigades, to an increase of the carrying capacity of the lines, to creation of more favorable conditions for maintenance of the track, of the catenary line and other devices. Trips of locomotive brigades that involved violations and extensions of work schedules on division management's orders were 24 percent fewer than in 1983.

The total transfer of rail cars increased on 18 railroads, while the Southern, South Eastern and Baykal-Amur railroads fulfilled the established norms. At the same time, the level of transfer on the Alma-Ata Railroad was at a very low level and the established norms were fulfilled by 86.4 percent.

Section speed. It increased to 31.6 kilometers per hour or by 1.9 percent. The dispatch of passenger trains on schedule was improved by 0.3 percent and by passage was improved by 1.4 percent. The arrival of passenger trains at the destination stations on schedule comprised 90.2 percent, which is 3 percent higher than in 1983.

Rail car turnover. It accelerated compared to last year. A time advantage was gained for all elements, with the exception of idle time for loading operations.

Turnover was accelerated and the productivity per rail car was increased on 20 railroads. The best results were achieved on the Baltic, Belorussian, Southern, Donetsk, North Caucasus, Southeastern, Kuybyshev, Tselin and South Urals Railroads. A total of 12 railroads fulfilled the task for reducing the average time a rail car is at a single technical station and a total of 8 railroads fulfilled the task in freight operations. These indicators improved to the greatest extent, compared to 1983, on the Odessa, Southern, North Caucasus, Volga, Tselin and Baykal-Amur Railroads.

The average weight of a train was 2,955 tons. This is 68 tons (2.4 percent) above the plan and 84 tons (2.9 percent) above the level of last year. The socialist pledge was also overfulfilled for this indicator. Twelve railroads increased the weight of a train by 100 tons or more, among them the October, Southwestern, Moldavian, Tselin and Baykal-Amur. The number of underloaded trains was reduced by 31,000.

Locomotive productivity in all types of traction increased by 6,000 ton-kilometers gross. A total of 13 railroads fulfilled the plan, while the Baltic, Moldavian, Southern, Dnepr, South Urals, East Siberian, Far Eastern and Baykal-Amur Railroads coped with the five-year task.

Industrial rail transport enterprises fulfilled the plan for volume of shipments by 102.8 percent and for loading-unloading operations by 103.0 percent. All associations coped with the plan.

The subways completed the plan of shipments ahead of schedule, on 29 December. The collectives of all subways, except Tashkent, fulfilled the tasks. A total of 4,250,800,000 passengers was transported in 1984. The increase comprised 3 percent compared to 1983 or 122.8 million passengers. The plan of labor productivity was overfulfilled by 3.6 percent and the cost of shipments was reduced by 1.2 percent compared to the plan. One million rubles of operating funds were conserved.

Capital investments. A total of 6 billion rubles was assimilated throughout the Ministry of Railways as a whole. The plan was overfulfilled by 2.4 percent. At the same time, on the existing network the limit of allocated funds from centralized financing sources was assimilated by 98.4 percent.

Special attention was devoted to intensification of the carrying and traffic capacity of intensive freight directions, development of stations and terminals, of the repair base and primarily of the locomotive and rail car facilities, and on construction of social and service facilities.

Construction of the Baykal-Amur Main Line Railroad was carried out on a high level. The limit for this list was assimilated by 146 percent.

The plan of capital construction for production facilities was underfulfilled by 6.2 percent on the existing network and the plan for nonproduction facilities was underfulfilled by almost 10 percent. A total of 148 million rubles was not assimilated. The established limits were fully utilized on 12 railroads, including the Belorussian, Southwestern, Southern and Dnepr, where they managed to consolidate the high rates of construction begun since the beginning of the year.

On the whole, the program of construction and installation work was overfulfilled by 2.2 percent last year or by 55 million rubles. However, the annual limit for the existing network was underutilized by 106 million rubles, mainly through the fault of Mintransstroy [Ministry of Transport Construction]. Organizations of the Ministry of Railways overfulfilled the task by 1.4 million rubles.

Highway construction organizations fulfilled the plan by 100 percent for total volume and by 103.1 percent for facilities of state capital investments. A total of 50 kilometers of second tracking, compared to a planned 18.5 kilometers, more than 670,000 square meters of housing or 1 percent more than the plan were constructed and introduced through the efforts of railroad trusts.

A total of 1,092 kilometers was electrified last year. The plan was overfulfilled by 3.2 percent. The length of electrified lines reached 47,900 kilometers or 33.2 percent of the operating length of our railroads.

A total of 740 kilometers of secondary and tertiary main tracks was introduced. The length of the network was increased by 500 kilometers due to the new lines. Extensive work was fulfilled in construction, development and renovation of classification yards and lengthening of station tracks.

A total of 2,219 kilometers was equipped with automatic block systems and centralized traffic control. The plan was overfulfilled by 6.2 percent. A total of 1,983 kilometers of intercity cable lines was laid. A total of 5,388 switches were equipped with centralized electric control.

The plan for introduction of housing was overfulfilled by 50,000 square meters or by 3.5 percent. At the same time, the organizations of Mintransstroy failed to turn over almost 20,000 square meters. They did not cope with this task on the Lvov, Far Eastern, Southwestern, Tselin, Central Asian and Sverdlovsk Railroads.

The annual plan for restoration of track was realized for all types of repair. At the same time, laying jointless track and crossties lagged behind by 280 kilometers. The number of unscheduled warnings increased by 13.7 percent.

Rail transport received from industry a significant number of new electric locomotives, mainline and shunting diesel locomotives, freight and passenger cars and containers. A lag in delivery of locomotives occurred mainly through the fault of the Tbilisi, Novocherkassk and Voroshilovgrad plants, while the lag in delivery of medium-capacity containers occurred through the fault of the Gryazi-Orlovskiye and Pogrebishche plants.

Conservation amounted to 622 million kilowatt-hours of electric energy and 120,000 tons of diesel fuel. The norms of consumption were fulfilled on most railroads. The Gorkiy, Odessa, Azerbaijan and West Siberian Railroads permitted overconsumption of electric energy for traction of trains and the Gorkiy, Sverdlovsk, West Siberian and Krasnoyarsk Railroads permitted overconsumption of diesel fuel.

The volume of products sold at the industrial enterprises of the Ministry of Railways exceeded 2,340 million rubles, and exceeded 1,766 million rubles at plants of TsTVR [expansion unknown]. The plants of the Signals and Communications Main Administration and the railroad enterprises coped with the plan. Production was 21.4 million rubles over the plan and 67.4 million rubles above the 1983 level.

The volume of product sales throughout the Ministry of Railways as a whole was underfulfilled by 2.5 percent with regard to adopted pledges, including by 2.2 percent for plants of TsTVR. The Lyublino Casting-Machine Plant, the Dnepropetrovsk Rail Car Repair Plant, the Orenburg Plant, the Krasnoyarsk Plant, the Ulan-Ude Plant, the Popasnaya, the Abdulino and Ordzhonikidze plants permitted the greatest lag.

The Orenburg, Voronezh, Astrakhan and Michurinsk plants did not fulfill the diesel locomotive repair plan; the Krasnoyarsk Plant did not fulfill the electrified section plan, 10 plants, including the Roslavl, Barnaul, Popasnaya and Ordzhonikidze plants, did not fulfill the freight car repair plan and 10 plants did not fulfill the passenger car repair plan, and among them the Dnepropetrovsk Plant underdelivered 523 rail cars, the Krasnoyarsk Plant underdelivered 197 rail cars and the Ordzhonikidze and Ulan-Ude plants underdelivered 180 rail cars.

Almost 900,000 rail cars and 284,000 containers compared to a pledged 700,000 and 250,000, respectively, were prepared for shipments through the efforts of enterprises of other ministries and departments on the example of the Moscow workers.

Labor productivity increased by 2 percent compared to the previous year, with a planned increase of 1.8 percent. A total of 24 railroads and traffic, track, passenger and freight facilities coped with the established annual task for this indicator. The planned tasks were overfulfilled from 1.9 to 3.6 percent on the West Kazakhstan, Belorussian, Baltic, October, Transbaykal and Moscow Railroads. Considerable overfulfillment of socialist pledges as well was provided on these and a number of other railroads.

The entire increase of the volume of presented products was assimilated throughout the network as a whole and on 23 railroads due to an increase of

labor productivity. The annual task was not fulfilled for this most important economic indicator on eight railroads. Labor productivity was below the 1983 level on the Azerbaijan, Transcaucasus, Gorkiy, Central Asian and West Siberian Railroads.

The average monthly wage of workers engaged in shipments increased by 4.3 rubles and comprised 209.8 rubles. Proper relationships of the growth rates of labor productivity and wages were observed throughout the network as a whole and on 20 railroads. At the same time, this ratio was violated to the greatest extent on the Azerbaijan, Transcaucasus, Gorkiy, Central Asian and West Siberian Railroads.

The use of work time improved somewhat: the idle hours were reduced from 17.5 million to 17 million hours (2.5 percent), but the overtime hours increased by 2.2 percent.

The final year of the five-year plan is underway. Summarizing the results of what was done last year, the railroad workers are full of resolve to mobilize their reserves even more energetically, to organize the competition even more widely and to celebrate the 27th Party Congress with high achievements in labor.

6521

CSO: 1829/160

RAIL SYSTEMS

FREIGHT MAIN ADMINISTRATION ABOLISHED; FUNCTIONS REASSIGNED

[Editorial Report]. Moscow IZVESTIYA in Russian 6 February 1985 carries on page 3 an interview with 1st Deputy Minister of Railways V. N. Gin'ko, by O. Tatevosyan, in which Gin'ko explains the reasons for the abolishment of the USSR Ministry of Railways Freight Main Administration, including all of its regional subdivisions. The functions performed previously by the Freight Main Administration are now to be absorbed by the Railway Traffic Main Administration and the Container Transport and Commercial Work Main Administration. [The Container Transport and Commercial Work Main Administration was created in January of this year; it apparently replaces both the Commercial Administration and the Containerized and Palletized Transport and Cargo Handling Automation Main Administration. Leonid Romanovich Cheglakov, recently appointed 1st deputy chief of the new main administration, was formerly 1st deputy chief of the Freight Main Administration.] Until now, the regional freight services have been responsible for planning monthly railcar distribution needs, while the regional railway traffic services have been responsible for carrying out these needs. This "somewhat artificial" situation led to "disagreements between the main administrations." Now the traffic services will handle the planning as well. Gin'ko says that the already burdened traffic services will not have an additional workload. Instead, now they also bear the responsibility for determining the tasks which they have had to fulfill all along. The introduction of new technology and, in particular, computerized operations, have both made possible and made necessary these functional changes. The Container Transport and Commercial Work Main Administration is henceforth tasked with overseeing "mutual relations between the railroads and the national economy," which includes dealing with financial, economic, technical and other such aspects of shipping, as well as with problems of cargo preservation.

CSO: 1829/175

RAIL SYSTEMS

MINISTRY REMAINS CONCERNED ABOUT COAL SHIPMENTS

Moscow GUDOK in Russian 23 Jan 85 p 1

[Article: "Fuel Transportation-- Under GUDOK Supervision"]

[Text] During the past week, the loading of coal on the network increased by 400 freight cars a day in comparison with the first half of January. It not only exceeded the plan but also reached the level of an additional quota.

The Donetsk Railroad provided 63,000 and 22,000 tons above the plan and quota respectively. The railroad's nourishing diet of empties contributed a great deal to this. Internal resources, however, are not being fully used here. Fuel for the enterprises of the Ukraine's Ministry of Ferrous Metallurgy and Ministry of the Coal Industry is being unloaded poorly. Today, only 1,000 of the 2,200 freight cars, which have arrived on their sidings, are being unloaded. The remaining stand idle. Does such a situation disturb the directors of these ministries?

Work in the Ekibastuz and Karaganda basins has improved during recent days-- now, the task of maintaining the tempo, which has been adopted, and of fulfilling the obligation, which has been generated since the beginning of the year, faces the Tselin Railroad workers and the coalminers of the associations.

Things are strained in the Kuzbass. The weekly obligation is 183,000 tons of fuel. The Kemerovo Railroad owed the miners 1,200 freight cars because the sending of empties to the railroad had been stopped because of an interruption in the movement of trains on the West Siberian Railroad and then on the South Urals Railroad. In their turn, the coal enterprises did not provide a complete supply of freight and did not cope with 1,300 freight cars.

As before, the problem of transporting coal on the Krasnoyarsk Railroad is not being resolved. The railroad is operating with almost a minus 100,000 tons. The pool of gondola cars is being used poorly, and their repair is not being organized. The Ministry of Railways was forced to hold Comrades Shumyagin and Shevchenko, deputy chiefs of the Krasnoyarsk Railroad, strictly accountable for their derelictions in work and failure to insure coal shipments. It is necessary for Comrade Babenko, the chief of the railroad, to draw the most serious conclusions from this and to take steps immediately to correct the situation.

Coal loading on the Northern, North Caucasus, Sverdlovsk and Baykal-Amur Railroads leaves much to be desired. Many regulated roads are not coping with the tasks for supplying empties. The Moldavian Railroad owes 5,880 gondola cars, the Far Eastern -- 4,970, the Lvov -- 4,950, the Moscow -- 4,620 and the October -- 4,070. The debt of other railroads is less, but the overall matter is no better because of this.

The last week, the decisive one for the fulfillment of the monthly plan, is coming. The results, which have been achieved during the previous one, are reassuring; however, they must not dampen our ardor -- nor must the weather. Today's task is to achieve steady operation of the coal conveyor line.

* * *

The plan for liquid fuel shipments is being fulfilled by 93.5 percent at the present time.

8802
CSO: 1829/138

RAIL SYSTEMS

FEED SHIPMENTS BEHIND SCHEDULE ON BELORUSSIAN RAILROAD

Moscow GUDOK in Russian 16 Jan 85 p 1

[Article by D. Sverkunov, Minsk: "They Are in No Hurry"]

[Text] The Belorussian Railroad has been sending coarse feed to Volgograd Oblast since October of last year. It has not fulfilled the shipment plan, however, on a single day during these more than three months. There are quite a few reasons, and almost all of them are not objective ones. The only justification is that there is constantly a large shortage of boxcars and gondola cars on the main line. For example, the neighbors failed to deliver approximately 1,500 loaded box cars and almost 1,800 gondola cars to the Belorussian Railroad for 13 days in January. Moreover, the approximately 1,500 boxcars sent as an adjustment from the Moscow, Southwestern and Baltic Railroads never came.

In trying to make up the shortage of rolling stock, they began to load coarse feed on two-tier flatcars, which were on their way to Togliatti, on the Baranovich Division. This, however, did not save the situation. It was planned to load 2,095 freight cars during January; however, only 301 freight cars were sent during the 13 days when the requisition called for 577. You see, there is freight. Why do they not send it in time? Thus, there were more than 10 freight-car loads of coarse feed at the station of Rudensk; however, not a single one was loaded on 13 January. The reason? Of the 20 loaders that had come here on temporary duty from Volgograd Oblast, only five were found at the site. The station chief had shown P. Prigarin, the brigade leader who had come from the Novonikolskiy Sovkhoz in the Bykovo Rayon of Volgograd Oblast, how to load the feed and draw up the documents. The freight cars, however, remained empty.

V. Stepanov, a representative of Volgograd Oblast who was organizing the work of the loaders, explained to the GUDOK correspondent that part of the people, who had come for the loading, had completed their time and returned home and there were no replacements for them as yet. For this reason and also because of the absence of freight, the representatives at the stations of Stolbtsy, Benyakone, Skidel, Svisloch and Kletsk had refused freight cars.

The Belorussian Railroad should ship 72 freight cars of feed every day. It ships 11-20. Quite a bit of the share of guilt for these failures belongs to the Volgograd Oblast representatives who came for feed for their farms.

RAIL SYSTEMS

FEED SHIPMENTS BEHIND SCHEDULE ON KUYBYSHEV RAILROAD

Moscow GUDOK in Russian 23 Jan 85 p 1

[Article by B. Musalitin, GUDOK correspondent, Kuybyshev: "What Is Holding Up the Dispatch?"]

[Text] One can say that this question of the correspondent took A. Kramarenko, the movement services chief of the Kuybyshev Railroad, by surprise. For some reason, he began to talk about loading sugar beets. No, the subject does not now concern beets but the delivery of baled straw, we said, clarifying the subject of the discussion.

Anatoliy Stepanovich was surprised: "Straw? What can I say? I heard the buyers weren't doing too well with the loading. I'll have your document prepared right now."

Here is the information in our hands. The depressing situation with the loading of feed, which is now so necessary for insuring the reliable wintering of the livestock, is imprinted in the columns of figures. During the days of January that have passed, the railroad should have dispatched 457 freight cars according to the technical plan, but it actually dispatched only 97 all told. Actually a large amount of rolling stock was not assimilated through the fault of the customers. At the same time, however, the railroad workers did not supply 90 freight cars to the cargo fronts. This occurred at a time when there existed sufficient covered two-tier flatcars on the railroad. It was decided to use marginally suitable rolling stock to ship the straw. Meanwhile, 31 freight cars loaded with feed were not supplied to the station of Georgiyevka on the Kuybyshev Division; and nine -- to the station of Kinel.

G. Prokof'yev, the Georgiyevka Station chief reported: "During the first days of January, difficulties arose among the fodder procurement officials. The trouble was that it snowed and the roads to the fields were buried under it. Today, however, the fodder has begun to arrive for loading. Today, we are assimilating four-five freight cars in accordance with the requisition; however, you see, much has already been lost--mainly because of the failure to provide rolling stock. I have appealed to the freight car distribution office -- it has promised to provide empty ones. Only, words and actions are frequently at variance. We are lagging behind now in the loading of grain."

A difficult situation has arisen with the loading of fodder at the station of Chapayevsk also. Here, the representatives of the sovkhoses imeni Kuybyshev, Abganerovskiy and Romashkovskiy in Volgograd Oblast engaged very intensely in the laying-in of baled straw prior to the new year, and then they essentially halted this work.

A. Zvyagintseva, the freight cashier, said: "Generally speaking, requisitions for freight cars did not arrive from them during the first 10 days. True, little by little the workers at the Sovkhoz imeni Kuybyshev nevertheless loaded the fodder -- two-three freight cars a day. The others, however, did not manage the empties and that is why the plan for sending fodder was only fulfilled by 50 percent during the first half of January".

Only three of the 22 stations on the railroad, at which the loading of coarse fodder takes place, coped with their quota -- Chagra, Nurlat and Krugloye Pole. In order to insure the reliable wintering of the livestock in Volgograd Oblast -- basically, the fodder from the Kuybyshev Railroad is being sent there-- it is necessary to eliminate immediately the lagging behind that is being tolerated. Strict control over the movement of fodder must be established, and clear-cut cooperation between the railroad workers and the procurement officials must be arranged.

8802

CSO: 1829/138

MARITIME AND RIVER FLEETS

MARITIME FLEET MINISTRY REVIEWS 1984 PERFORMANCE

Meeting Summary

Moscow VODNYY TRANSPORT in Russian 12 Feb 85 p 1

[Unsigned article: "The Course of Intensifying and Economizing"]

[Text] As already reported in our newspaper, a joint expanded meeting of the Ministry of the Maritime Fleet [Minmorflot] Collegium and of the Presidium of the Central Committee of Trade Union Workers of the Maritime and River Fleet was held and the work of maritime transport during 1984 and the tasks to fulfill the plan for economic and social development of the sector for 1985 and for the 11th Five-Year Plan as a whole were summarized. The chiefs of the shipping companies and their deputies for personnel, the secretaries of the party committees and the chairmen of the bascomflot [basin trade-union committee of workers of river transport] and the directors of academic institutions participated in it.

The problem of the status and measures to improve personnel work was also considered in the meeting in light of the decisions of the CPSU Central Committee and of the instructions contained in the speeches of General Secretary of the CPSU Central Committee, Chairman of the Presidium of the USSR Supreme Soviet K. U. Chernenko on these problems.

The board and the presidium accepted the socialist pledges of the workers of maritime transport for 1985 and also the corresponding decisions.

The workers of maritime transport are faced with important and responsible tasks during the concluding year of the five-year plan. A business-like, concrete conversation was conducted at the joint meeting about the main methods of solving them. Preparation for the session and the procedure of conducting it differed largely from similar meetings in past years.

The staff of the sector, based on preliminary reports of the shipping companies and on critical analysis of activity for 1984, prepared beforehand and dispatched on a timely basis the corresponding material to the shipping companies, which undoubtedly helped the managers of subdivisions in their work on preparation for the meeting.

The order of the ministry "On the plan for economic and social development of the sector for 1985," together with the plan for organizational-technical and

mass political measures directed toward fulfillment and overfulfillment of this plan, was sent to the shipping companies as early as mid-December.

All these materials were prepared with regard to suggestions from the floor. The participants of the meeting were able to prepare themselves well, to depart from the ordinary self-accounts and to concentrate attention on analysis of the 1985 plan and on the search for reserves to fulfill and overfulfill it.

Opening the expanded joint meeting, the ministry of the maritime fleet T. B. Guzhenko called on its participants to concentrate main attention in discussion of the problems not so much on achievements, which were undoubtedly significant, but also on the deficiencies which interfered with reaching higher results on the way to accelerating the work of the transport sector.

Our political and economic tasks were clearly defined in the speech of Comrade K. U. Chernenko at a meeting of the Politburo of the CPSU Central Committee on 15 November 1984. Positive changes in economics must not only be strengthened, but also multiplied and the plan should undoubtedly be fulfilled and overfulfilled where this is possible and necessary. The means of reaching the goal are also clear: emphasis on intensification and efficient use of resources, that is, efficient management of the economy.

The participants of the meeting also discussed how best to cope with those tasks which the party and government posed to the maritime fleet for 1985.

The Chief of the Department of Transport and Communications, CPSU Central Committee K. S. Simonov, the Deputy Chairman of USSR Gosplan V. Ye. Biryukov, Chief of the Department of Transport and Communications of USSR Gosplan D. K. Zotov, Deputy Minister of Railways V. N. Gin'ko, Deputy Minister of the RSFSR River Fleet V. V. Trofimov and Deputy Minister of RSFSR Motor Transport V. D. Medvedev, member of the collegium of the USSR Procurator's Office L. P. Baranov, responsible workers of the CPSU Central Committee and of the USSR Council of Ministers, the AUCCTU, Central Committee of Komsomol, KNK SSSR [not further identified], of USSR Gosnab, of Goskomtrud [State Committee of USSR Council of Ministers on Labor and Wage Problems], of GKES [State Committee of USSR Council of Ministers for Foreign Economic Relations] and also of a number of other ministries and agencies participated in the work of the Maritime Fleet Ministry Collegium and of the Trade Union Central Committee Presidium.

Speech of Minister Guzhenko

Moscow VODNYI TRANSPORT in Russian 12 Feb 85 pp 1, 3

[Speech by Minmorflot Minister T. B. Guzhenko: "Managing Effectively, Rationally"]

[Text] For maritime transport, 1984, the year of its 60th anniversary, was an important phase in the struggle to implement the decisions of the 26th CPSU Congress and the subsequent plenary sessions of the CPSU Central Committee for fulfillment of the planned tasks and socialist pledges ahead of schedule and for maximum satisfaction of the needs of the national economy for maritime shipments of cargo and passengers.

Orientation toward intensive factors in development of the maritime fleet, improvement of management and working style, an increased demandingness toward adhering to planning, production and technological discipline in combination with inspiration of the workers of the sector, wide organization of the socialist competition, dissemination of initiative and of leading experience of production innovators made it possible to fulfill the planned tasks and socialist pledges of the 4th year of the five-year plan ahead of schedule.

The plans for coastal shipments and foreign navigation, for the volumes of loading-unloading operations, ship repair, profits, of the pledge of labor collectives to increase labor productivity above the planned tasks and to reduce cost and on conservation of fuel and energy resources were overfulfilled. The fleet provided delivery of all coastal and export-import cargo provided for shipment, including those related to implementation of the Food Program and also goods for the outlying regions of the Arctic coast.

The planned tasks for 4 years of the five-year plan were fulfilled as a whole without any corrections: by 104.2 percent in coastal shipping, by 102.3 percent in foreign shipping, by 104.4 percent in the volume of loading-unloading operations in ports and by 104.2 percent in profits. The ship repair and other collectives coped successfully with fulfillment of the planned tasks, and passenger service in maritime transport is being improved each year.

The positive results of our work both in fulfillment of the 1984 plan and for the 4 years of the five-year plan as a whole would not have been achieved without the constant assistance rendered to maritime transport by party and Soviet organizations at the center and locally, without an increase of the role of the labor collectives and of party, trade-union and komsomol organizations in improving the ideological-educational work among the masses.

I would like to emphasize that the comrades who gave speeches today to the collegium were right in avoiding overenthusiasm with respect to what has been achieved and in concentrating main attention on existing deficiencies and on the tasks faced by us in 1985 and on methods of solving them.

Analysis of the work of the sector last year shows that we have many deficiencies in work and underutilized reserves. They should primarily include inadequately efficient use of basic funds and resources which we have at our disposal. The idle times of ships increased at the Murmansk, Northern and Far Eastern Shipping Companies. There are many facts of unsatisfactory utilization of the specialized fleet and, which is especially impermissible, of cases when expensive ships--roll on-roll off carriers, container carriers and lighters--are standing idle in the ports due to untimely formulation of documents, awaiting refueling, material and technical supply and so on. Significant reserves for improving the utilization of the fleet may be found in efficient deployment of ships on the lines and directions and in providing each of them with efficient operation.

Management of the fleet is a dynamic process that requires a systematic approach and immediate management decisions on the basis of reliable information. The slogan "Maximum efficiency for each Voyage!" has unfortunately not become the main activity of all KhEGs's [self-financing operational groups of ships]--the main management

links in the shipping companies. Continuous work schedules, especially at the Latvian, Estonian, Lithuanian, Azov, Georgian and Caspian Shipping Companies, have still not become the basis for optimal deployment of the fleet and for the ports' work load.

Along with the positive results achieved last year in containerization, there are still significant deficiencies, especially in the utilization of the container fleet. Container traffic turnover is impermissibly low everywhere, and especially in the North and Far East.

We have carried out considerable work during the past few years on developing and strengthening the shore base, constructing highly productive complexes in the ports, and saturating the docks with modern equipment and small-scale mechanization equipment. However, we have still not received a proper return from this technology. Moreover, the intensity of handling the fleet is decreasing in some ports, rather than increasing.

We are justified in expecting a much greater return from expensive computer technology as well, with which our ports and shipping companies have been equipped, and from the funds expended on economic and mathematical modeling of the transport process.

The fact that capacities at the ship repair yards of the Latvian, Novorossiysk and Caspian Shipping Companies are not being fully utilized in the presence of a shortage of ship repair is absolutely impermissible. The return of investment is low here and above-plan diversion of work capacities to outside organizations has been permitted at the ship repair enterprises of the Far Eastern, Caspian, Azov and Lithuanian Shipping Companies.

An unsatisfactory situation with capital construction was established in 1984 in the Far Eastern Shipping Company, where more than 6 million rubles in construction and installation work was not assimilated. The Caspian, Novorossiysk, Baltic, Primorye and Azov Shipping Companies have not fulfilled the plans for 3 years or more. The fact that two lighter production shops at the Loksa and Slavyansk yards have not yet been finished is especially alarming.

All these deficiencies must be eliminated in 1985 and the central apparatus, all shipping companies and their subdivisions must concentrate attention on the lagging sectors to ensure fulfillment of the planned tasks of the final year of the five-year plan and of the five-year plan as a whole in all directions of our activity. Special attention should be devoted to controlling such negative phenomena as the accident rate, commercial defects and violation of labor and state discipline.

The fact that the number of accidents increased last year throughout the sector as a whole, and especially at the Novorossiysk and Georgian Shipping Companies, cannot help but cause concern. The number of industrial accidents increased at the Northern, Far Eastern and Sakhalin Shipping Companies. This indicates a reduction of concern and an inadequate feeling of responsibility for ensuring accident-free work of the fleet.

It is likewise a serious shortcoming that the above-norm surplusses of goods and material valuables increased at a number of shipping companies. Because of an increase of them at the warehouses, all shipping companies, except the Latvian, Novorossiysk, Kamchatka and Sakhalin Shipping companies, did not fulfill the established tasks for drawing material resources into economic circulation.

The sector as a whole shows positive results from disseminating in the Murmansk, Kamchatka and Primorye Shipping Companies the fuel- and lubricant-saving initiative of the crew from the diesel ship Severodonetsk. Yet, the organizational and technical measures directed at saving fuel and energy resources are perfunctory, and the reasons for wasteful use are not being discovered soon enough.

There are reserves for conservation of fuel and lubricants, heat and electric power in all the shipping companies. But they are being implemented especially poorly in the shore facilities. There are 300 boiler plants, in which more than 3,500 persons are engaged. But we continue to construct them with outdated methods, without adopting the proper measures toward automation and centralization of heating systems and toward conservation not only of fuel but of labor resources as well.

Talking about the plan for the economic and social development for 1985, one must emphasize that its main direction is complete and timely satisfaction of the national economy for shipments of coastal and foreign trade cargo with a significant increase of the efficiency of utilization of available fixed capital and working capital. In other words, our general tasks are still intensification of the transport process, and support of an even more rapid growth of the final results with the least expenditures of labor, material and financial resources.

We see the solution of such an important problem for the sector, first in directing funds primarily toward meeting the needs for shipments of coastal cargo in the Far North and Far East, despite the fact that ships for these regions are very expensive; second, in improving the technical operation of the fleet and increasing the quality of ship repair with reduction of the periods they are taken out of operation. The plan provides for a 4.9 percent increase of product output in NSO [normative cost of handling] by ship repair yards. And third, in decisive improvement of the utilization of the existing, especially of the specialized fleet. To do this, nonproductive idle times of the fleet in Soviet and foreign ports must be reduced significantly, the intensity of ship handling must be increased continuously and the continuous plan-schedules must be improved and strictly observed.

Modern specialized ships require the same modern high scientific-technical level of shore support for their highly efficient operation. Network schedules using computers must be compiled on the experience of Leningrad Port, without permitting a single minute of idle time of roll on-roll off ships, lighter carriers, container carriers and other ships for reasons of delays in refueling, supply, formulation of documents and so on.

Introducing cost accounting in the fleet, the shipping companies and KheGS should struggle persistently for high efficiency, profitability of operation of each ship on each voyage and for profitable operation of each navigable line. Only with this attitude and with this modern economic thinking of the managers and with universal development of socialist enterprise and initiative of the ship crews can the fleet cope with the tasks faced by it.

Naturally, to support an increase of the main financial indicator by 2 percent and increase of profits by 1.5 percent according to the plan, with the same and possibly lesser tonnage, conditions of the strictest conservation of financial resources must be observed daily, especially in foreign ports, and also of all other resources. Each crew should and can support the operation of its own ship for not less than 2 days on resources conserved throughout the year.

The shipping companies and primarily their construction subdivisions are faced with the task of ensuring cooperation with organizations of Mintransstroy [Ministry of Transport Construction] and of USSR Minstroy [Ministry of Construction], in order to commission: transshipping complexes at ports with annual capacity of 5.44 million tons and with berth frontage of approximately 1,200 running meters, including those at Riga, Magadan, Vostochnyy, Klaipeda, Izmail, Kerch, Yuzhnyy and Yalta; the second stage of the Vanino-Kholmsk ferry crossing; the two lighter building yards which were already mentioned; 185,000 square meters of housing and a number of other important facilities.

Scientific and technical progress in maritime transport provides ever more active utilization of ASU [automated control systems], based on modern computer technology, in the fleet, in the ports and in ship repair, and penetration of this technology into all cells of our production organism. The entire management system of the sector must be improved on the basis of the ASU "Morflot" and its components.

Introduction of more progressive technologies is also of huge significance. Transport-technological systems--container, package, ferry, roll on-roll off, lighter carrier and other systems--play a special role in this regard.

Taking into account the extremely unfavorable meteorological conditions and severe icing situation on the Arctic routes at the beginning of the year, especially serious attention must be devoted to transport-production systems that provide delivery of cargo to the Far North and Far East, and the timeliness of hauling of Arctic cargo in the corresponding standard packaging to the ports must be strictly monitored.

An important direction in our work in 1985 will be further improvement in organizing the work of barges and shore workers. It is necessary that the KheGS and crews determine the optimal capacities of operating with a reduced staff for each ship with regard to provision of safe navigation, high-quality technical operation and, where possible, of extending the mean periods between repairs. Incidentally, this movement has recently begun to be neglected for some reason. One cannot forget about organization of the necessary conditions for safe labor and recreation of crew members. Further development of the Shchekino method whereby labor productivity proceeds ahead of wage increases is an important reserve for improving the activity of the fleet.

At shore facilities primary attention must be concentrated on improving the brigade form of labor organization. The work experience of the leading collectives of stevedores and ship repair workers, who are achieving high results in accelerating ship and rail car handling, must be more actively disseminated and instances of commercial defects, violations of safety rules, and so on, must not be permitted. These high results are usually achieved by consolidated complex brigades who have introduced cost accounting and, on its basis, the contract, and who effectively combine the interests of each worker with those of the enterprise and of the state as a whole.

Organization of the socialist competition in the sector also needs further improvement. Much has already been said about ways of developing it at the current phase, including at our collegium as well. I would like to turn attention here to one aspect of the international competition in which our seamen and stevedores are actively participating. Its effectiveness is long overdue for evaluation not so much in terms of cultural and mass measures as in the efficiency of the transport process, the results in accelerated handling of ships and rail cars, the turnover of containers and in increasing the qualitative work indicators of ships and port brigades.

Large reserves--life itself constantly reminds us of this--are hidden in improving the interaction of related types of transport: both in the transport regions and especially at the junctions of the transport conveyor--at the port terminals. We have far from exhausted all the capacities of the experience of the Leningrad workers in introduction of unified technology on the basis of NPGRTU [continuous plan-schedule of transshipping center operations], of the experience of the Ilichevsk workers on unified comprehensive planning of the economic and social development of transport terminals, not to mention the wide expanse for further intensification of this work by developing specific integrated programs and comprehensive competition.

Personnel work must improve to solve all the tasks faced by us. It is necessary that all sections be headed by politically mature and competent managers, who possess high moral qualities, who enjoy prestige among the masses and who are capable of successfully implementing the policy of the party.

Personnel work was improved in the sector recently. Every other commander, more than 75 percent of the captains and 85 percent of the first mates now have a higher education. A total of 108 doctors and 1,205 candidates of sciences now work at academic institutions, at enterprises and in organizations of maritime transport. According to the instructions of the party, effective measures have been adopted to improve the training of workers at PTU's [vocational-technical schools] and work in occupational orientation of graduates is being conducted by strengthening the contacts between schools and ship crews and collectives of shore enterprises.

Turnover of personnel is being reduced due to considerable work conducted on fulfillment of the plans for social development in the labor collectives, construction of housing, kindergartens, dining halls, recreation bases and lounges and on improving the working and recreation conditions of the workers, and activation of culture-mass and sports activity.

At the same time, critically evaluating the status of personnel work in light of the requirements outlined in the speech of General Secretary of the CPSU Central Committee Comrade K. U. Chernenko at a meeting of the Politburo in October 1984, it should be recognized that it still does not fully correspond to the novelty and complexity of the tasks to be resolved and that not all reserves for increasing the effectiveness of this work have yet been mobilized.

Instances of crude violations of discipline in the fleet and in shore collectives and violations of the Service Code on ships of Minmorflot have not yet been fully eliminated. Officers, including captains, and managers of different work sectors on shore are among the violators of discipline.

Constant planned work with people, increasing the business and political qualities of our personnel and educating them in the spirit of not accepting deficiencies, a high feeling of responsibility, an increase of the civil consciousness of the workers of the sector and their broad participation in management, increasing the role of the human factor in combination with scientific and technical progress--all this and much more, to which K. U. Chernenko turns our attention in his article "At the level of requirements of developed socialism," should become the basic direction of our work in 1985.

The final year of the five-year plan is special in many respects. The Soviet people are preparing actively for the 27th CPSU Congress, for solemn celebration of the 40th anniversary of Victory, for the 50th anniversary of the Stakhanov Movement and for the 80th anniversary of the beginning of the first Russian Revolution.

All this will undoubtedly give special political meaning to such important work which awaits us this year. It should proceed under the sign of mobilization of all forces for successful completion of the current five-year plan and to create a good strong base for the 12th Five-Year Plan.

There is no doubt that the labor collectives of the maritime fleet have done and will do everything depending on them from the first months of this year in order to cope honorably with the tasks posed to them.

Shipping Company Chiefs Report

Moscow VODNYI TRANSPORT in Russian 12 Feb 85 p 3

[Comments by various shipping company chiefs at the joint meeting of the Ministry of the Maritime Fleet Collegium and of the Presidium of the Central Committee of Trade Union Workers of the Maritime and River Fleets: "The Course of Intensifying and Economizing"]

[Excerpts] At the joint meeting of the Ministry of the Maritime Fleet Collegium and of the Presidium of the Central Committee of Trade Union Workers of the Maritime and River Fleets, the following Maritime Fleet Ministry shipping company chiefs spoke: Yu. M. Vol'mer of the Far Eastern Shipping Company, S. A. Luk'yanchenko of the Black Sea Shipping Company, V. A. Ignatyuk of the Murmansk Shipping Company, D. A. Gashumov of the Caspian Shipping Company, S. I. Kuznetsov of the Northern (Maritime) Shipping Company, V. D. Pavlenko of the Novorossiysk Shipping Company, V. I. Kharchenko of the Baltic Shipping Company, Yu. P. Tereshin of the Kamchatka Shipping Company, V. I. Dyrchenko of the Latvian Shipping Company, P. K. Chernysh of the Primorye Shipping Company, N. B. Bazarov of the Central Asian Shipping Company, V. V. Pilipenko of the Soviet Danube Shipping Company, and L. N. Shunin of the Azov Shipping Company. In addition, there were remarks by these officials: secretary of the Baltic Shipping Company party committee E. A. Skopintsev, secretary of the Lithuanian Shipping Company party committee O. I. Nikiforov, chairman of the Black Sea Baskomflot Yu. N. Rudenko, Deputy Chief (in charge of personnel) of the Estonian Shipping Company A. G. Sergiyenko, Chief of the OVIMU [Odessa Higher School of Maritime Engineering] V. M. Zaletov, Chief of the Ministry of the Maritime Fleet Glavkadrov [Work with Seamen in Foreign Navigation, Personnel and Educational Institutions Main Administration] N. A. Kuznetsov and First Deputy Minister of Railways V. N. Gin'ko. Excerpts from some of the speeches are published below.

[Comment by S. A. Luk'yanchenko, chief of the Black Sea Shipping Company]

[Excerpts] The increase of profits reaches 63 percent of the 1980 level during 4 years of the five-year plan with an increase of transport resources by 17.8 percent due to an increase of the efficiency in use of material and labor resources in the ChMP [Black Sea Shipping Company]. Approximately 90 percent of the increase of cargo processing in the ports and 95 percent of the increase of production of ship repair yards was achieved due to an increase of labor productivity. More than 26 million rubles above the plan were received and an additional 6.8 million tons of cargo above the task was handled on the docks.

The shipping company has planned ways of increasing operating efficiency and specific measures, on fulfillment of which success is largely dependent, for successful fulfillment of the intensive plan of the final year of the five-year plan.

The shipping company links a further increase of efficiency in management of the fleet to development of the ASU-"Sudno." It provides for installation of mini-computers on motorships and organization of intermachine data exchange between the ship and shore through satellite communications. This will permit a 10-fold reduction in expenditures for data transmission and a 50-fold increase in transmission speed.

Unfortunately, this work is being carried out at present only through the efforts of the shipping company, although the technical problems that have occurred require active participation of the main computer center of MMF [Ministry of the Maritime Fleet].

The shipping company is placing great hopes on implementation of the NGRF [continuous plan-schedule of fleet operations] higher level program--with forecasting capacity for 12 months. Working jointly with the UkSSR Academy of Sciences Institute of Control Problems, we hope to complete it before the end of 1985.

The shipping company is devoting great attention to improving the organization of labor and increasing its productivity and to resource conservation. The method proposed by the crew of the motorship "Ernst Tel'man," makes it possible to increase labor productivity of each seaman by 26 percent, to extend the operating period of ships and to become the basis for development of an integrated system for improving the technical and commercial operation of the fleet during the 12th Five-Year Plan.

Improvement of the brigade form of labor organization will be continued in the ports and at the shipyards and the volumes of ship repair work performed by foremen sections will be expanded.

[Comment by Yu. M. Vol'mer, chief of the Far Eastern Shipping Company]

[Text] The work productivity of the specialized fleet of the shipping company has increased during 4 years of the five-year plan: by 45 percent in foreign shipping and by more than 8 percent in coastal shipping. In 1984, the transport terminals of the Primorye handled 86 percent of rolling stock within the deadline and ahead of schedule and conserved more than 126,000 rail car-hours, overfulfilled the cargo handling plan by 4.5 percent and increased labor productivity in the ports by 4 percent.

Evaluating the results of the past year with regard to better fulfillment of the tasks of this year, we see the main direction in work in further increasing the efficiency of use of the fleet and primarily of the specialized fleet.

It has been suggested that the shipping company increase the volume of shipments to Kolyma in 1985 in large-capacity containers by 1,000 units and we are ready to fulfill this task.

Developing these shipments, we plan to deliver general cargo in 1985 to Pevek and to carry out shipments to Kolyma mainly on ships of the "Noril'sk" class, rational deployment and more efficient use of which will make it possible to increase the financial result of the past year by almost 2 million rubles.

It is now possible to summarize some results of operation of the lighter carrier "Aleksey Kosygin." During the 1st year of operation, it produced approximately 1 million rubles profit, but the main thing is that it showed both its weak points and advantages over ordinary transport vessels.

It needs a good cargo base, especially for loading in the return direction, for more efficient operation. This is our main task. We see solution of it in rapidly equipping the lighter carrier with onboard tugs and in the prospects for completing the development of the lighter carrier system in the Far East--in construction of feeder lighter carriers.

We will continue work in 1985, with the assistance of the associations Morkonteyner, Soyuztranzit and MPS [Ministry of Railways], in increasing the efficiency of our foreign lines, having increased by 2 percent their contribution to the overall fulfillment of the plan in foreign shipping.

These and other measures, directed toward increasing the efficiency of using fixed capital and conserving all types of resources, strengthened by the socialist competition, will assist the shipping company in coping with the 1985 plan and with the 11th Five-Year Plan as a whole.

[Comment by V. D. Pavlenko, chief of the Novorossiysk Shipping Company]

[Text] In 1984, 833,000 tons of cargo was handled above the plan in the ports of the shipping company, the gross intensity of handling the dry-cargo fleet was increased by 4.9 percent and the net intensity was increased by 7.7 percent, the periods of handling rail cars were reduced by 3 percent and the level of complex mechanization of cargo operations was increased by 3.3 percent.

But we cannot be satisfied with the achieved results and available reserves were not utilized to the full extent. Serious deficiencies are also being discovered during plan fulfillment. For example, losses due to idle times of ships awaiting fuel increased twofold and comprised almost 5 million ton-days.

Unfortunately, the V/O Sovbunker is still not lending the necessary assistance to the shipping company in solving these problems with republic and union-wide committees of Goskomnefteprodukt [State Committee for the Supply of Petroleum Products].

As before, renovation of the fleet remains an acute problem to us. The need for ships to transport light petroleum products and expensive imported oils and fats is high.

The results of economic activity depend to a decisive extent on the status of personnel work and on production and labor discipline. We give great significance to work with the reserve for advancement. The criterion in this matter is high political, business and moral qualities, a knowledge of specialty and skill in management of the collective and in working with people.

Candidates for advancement are presented by the services and departments as required according to the recommendations of the primary party organizations of captains and mentor-engineers and are coordinated with the party committee of the shipping company and with the city and kray party committees. Those included in the reserve for advancement are informed about this and their attention is called to one or another of their weak points, which permits them to prepare more specifically for execution of their new duties.

The shipping company has worked out a number of organizational and technical measures, directed toward solution of many problems. It is understandable that fulfillment of the planned tasks and of the adopted socialist pledges for the current year and for the five-year plan requires mobilization of the efforts of the entire collective, persistent work to strengthen discipline and organization in all spheres of the struggle for conservation of material, fuel and energy and labor resources, but the collective of the shipping company will apply all efforts to fulfill what has been planned.

[Comment by S. I. Kuznetsov, chief of the Northern (Maritime) Shipping Company]

[Text] Labor productivity in the shipping company increased in 1984 by 4.9 percent in shipments and by 3.7 percent in loading-unloading operations, compared to the plan.

Despite the surplus which the collective of the shipping company achieved in 1984 on fulfillment of the 11th Five-Year Plan in shipments, loading and unloading operations, product sales and ship repair yards, we understand all the complexities which are related to fulfillment of the 1985 task and of the five-year plan as a whole. And, therefore, I would like to dwell on the problems.

The wear of ship hulls during navigation in ice for almost 6 months increased significantly because of the year-round operation of the fleet in the northern basin. This requires adoption of urgent measures to repair the ships and to repair them for Arctic navigation.

In 1984, the Ministry of the Maritime Fleet rendered considerable assistance to the shipping company in this respect. I would like to see it continued this year.

The shipping company also needs another container carrier of the "Mikhail Zheltovskiy" class to provide year-round shipping of the increasing volumes of containers and it needs another shallow-draft icebreaker of the "Kapitan Izmaylov" class to provide extended navigation in Onega and Nar'yan-Mar ports. We also need a dock with lifting force of 12,000-15,000 tons to dock ships of the "Nikolay Novikov" class and icebreakers. The problem of replacing the timber-carrier fleet is becoming acute.

All these problems are not new, but to deviate from them means to place under threat the solution of those tasks which the collective faces at present and in the future.

[Comment by V. A. Ignatyuk, chief of the Murmansk Shipping Company]

[Text] During 1984, navigation of 255 ships and barges, which completed 419 Arctic voyages, was accomplished in the western region of the Arctic. The plan of Arctic shipments was fulfilled by 100.5 percent, including 100 percent by dry-cargo carriers and 106.1 percent in liquid cargo. Shipments in the Dudinka direction were fulfilled by 101.9 percent, to Obskaya Guba by 102.4 percent and export of timber from Igarka by 101.8 percent. The level of complex mechanization of loading-unloading operations in the ports was brought up to 96.5 percent, including that in general cargo to 81.2 percent. All the cargo presented for shipment was delivered to destination. Labor productivity was increased by 33 percent in shipments with a planned 16.6 percent and by 15.4 percent in ship repair, compared to the 1980 level.

At the same time, there are a number of problems which have not achieved the proper development. Construction of the navigation school at Murmansk and of the UDS [ship traffic control] system in the Kola Gulf is being drawn out. Capital investments for these facilities have not been allocated in the 1985 plan, although the beginning of construction of these facilities was provided for in the five-year plan. Capital investments for construction of the dock and shore facilities of the technical servicing base of the fleet must be allocated for the 12th Five-Year Plan. Funds for development of a construction subdivision of the shipping company at Murmansk capable of solving capital construction problems at a modern level, are required to accelerate development of the shore base of the shipping company.

[Comment by L. N. Shunin, chief of the Azov Shipping Company]

[Text] Labor productivity exceeded the planned indicators throughout the fleet by 5 percent and in loading-unloading operations by 2 percent.

Critically evaluating the results of work of the past year, it should be noted that there are still many deficiencies, unutilized reserves and capabilities. Much needs to be done to improve the use of the fleet and especially of the specialized fleet. The profitability of operation of individual lines and ships still remains low, the container fleet is being poorly utilized and the level of economic work both in the administration of the shipping company and in the fleet is low.

We think that the measures worked out to correct the deficiencies will permit an increase of the operating efficiency of the fleet.

There are also many unutilized reserves here, though there has been some improvement in the activity of the ports. For example, there is the intensity of handling individual types of cargo.

There are deficiencies in organization of fleet repair and of its technical operation. Much needs to be done in improving techniques for ensuring the safety of workers.

We carefully analyzed the results of work of the past year and the planned tasks for 1985, worked out additional measures and adopted socialist pledges.

At the same time, we need assistance from the ministry in solution of a number of problems.

The shortage of tonnage capacity for bulk cargo shipment causes special concern.

There are serious problems with the shortage of motor transport--almost half the truck motor transport is more than 10 years old and has more than 500,000 kilometers of mileage.

The production base of the ship repair yards, especially at Zhdanov and Rostov, requires further development and renovation.

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MARITIME AND RIVER FLEETS

MINISTER BAGROV ON RSFSR RIVER FLEET PERFORMANCE IN 1984

Moscow VODNYI TRANSPORT in Russian 26 Jan 85 pp 1-2

[Article by RSFSR Minister of the River Fleet L. V. Bagrov: "Problems of the Concluding Year"]

[Text] The year 1984 with its low water on the leading rivers of the country - the Volga, Don, and the Lena and the significant delay of the beginning of the Arctic navigation, has brought additional difficulties into the work of the rivermen of Russia. It must be said right off that the results of the first period of the navigation season place in great danger the fate of the fulfillment of the annual plan for transportation and the delivery of needed cargoes to numerous industrial enterprises and construction projects of the country.

Under these conditions, the collectives of the majority of the operating subdivisions - the shipping companies, the ports, the regional administrations, and crews of the cargo and technical ships - in a literal sense, put into transportation work every unit of the fleet and every available reserve.

And these measures have had positive results. The ministry has fulfilled one of the main indicators in the work - the volume of transported cargoes in tons for both 1984 and for the four years of the five-year plan. In the navigation plan completed on November 19th, in the socialist obligation account, about six million more tons of national economic cargoes were delivered. The above-plan haulage for the preceding four years reached 25.5 million tons.

The shipping companies of the eastern basins, on the whole, coped with the assignment for the delivery of cargoes into the region of the Extreme North and, by 1983, had provided a substantial increase in the amounts of activity along all the routes except for the Lena United Shipping Company. The volumes of timber, fuel, and construction cargoes presented for transport were handled. Special attention was given to the transport of cargoes of the agricultural industry. Grain cargoes were delivered in full, and from the Lower Volga, 245,000 tons of tomatoes and watermelons were delivered. The planned volume of haulage beyond the border was fulfilled.

In 1984, 18 shipping companies out of 20 fulfilled the planned assignments for haulage in tons, and 15, in both tons and cargo turnover. Collectives of the Northwestern, White Sea-Onega, Belaya and Pechora Shipping Companies

made a great contribution to the solution of the problems posed, having provided stable operation over the whole four years of the five-year plan. The work of the Ob-Irtysh United, Yenisey and Amur Shipping Companies deserves a good evaluation. One hundred and eighty three crews of ships of the ministry reported fulfillment of the five-year plans.

Especially should be noted the crews of motorships: of "Volgo-Don-237" of the Kama Shipping Company who were initiators of a socialist competition during all of the five-year plan, and the crews of "OT-2053" and "Dunayskiy-57" of the Volga United Shipping Company, of the "Volgoneft'-268" and "Marshal Tukhachevskiy" of the Volgotanker Shipping Company, of the "Volgo-Don-5068" of the Yenisey Shipping Company, of "OTA-971" of the Ob-Irtysh United Shipping Company and of "Kerch'" of the Lena United Shipping Company.

At the same time, however, the Volga United, Volgo-Don and Volgotanker Shipping Companies did not overcome the consequences of the low water and allowed a reduction in cargo turnover [measured in ton-kilometers] compared with the 1983 level. The gross productivity of the fleet in these shipping companies in practically all ways was lower than the previous year.

In 1985 the rivermen of Russia are confronted with the haulage of 536 million tons with a cargo turnover of 257.4 billion ton-kilometers. Compared with 1984 the volume of haulage is increased by 11 million tons with a turnover of 11.2 billion ton-kilometers.

Taking into account the overfulfillment in tons of shipments of the preceeding four years, the fulfillment of the 1985 plan for this indicator will guarantee the sector's fulfillment of this indicator for the sum of the annual plans for the whole five-year plan. To liquidate the lag in turnover in the amount of 4 billion ton-kilometers, an increase in turnover of not less than 15.6 billion ton-kilometers, or 6.3 percent, must be made.

In the shipping companies of Siberia and the Far East and especially in the northern regions of the Yakut ASSR, haulage is growing. The gross productivity of the cargo fleet must increase by 3.5 percent, and the productivity of labor in transportation by 3.1 percent. Analysis shows that such rates are achievable, although not without some effort.

In the concluding year of the five-year plan the main trend in the operational work of the shipping companies is the widespread introduction into the transportation process of the achievements of the progressive methods of labor in the fleet and in the ports, of progressive technologies in all forms of activity, and the efficient management of the economy.

Reducing by only a half the number of enterprises which did not fulfill the plan for cargo turnover in 1984, a supplementary 2.6 billion ton-kilometers can be obtained.

It is impossible to consider as normal the reduction in the rate of increase of the transportation of cargo in large-size make-ups. Over the four years they have grown by only 4.7 billion ton-kilometers, although the overall growth of turnover in barge make-ups over these years was 6.5 billion ton-kilometers. The Ob-Irtysh United Shipping Company and the West Siberian Shipping Company, where the operating conditions for large-scale make-ups are favorable, in 1981 completed 11.8 billion ton-kilometers by these progressive methods, and in 1984, it was 12.2 billion ton-kilometers.

There is a similar picture with the method of group operations of the fleet according to tightened norms for the schedule of movements.

The leaders of the shipping companies and the Main Administration for Shipping and Fleet Operations have relaxed the work in this important direction, which has led to negative indicators in the utilization of the fleet. It must be remembered that an annual growth in work by progressive methods of 3-5 percent will not change the overall picture and will not have a substantial influence on the indicators for our activity. As a minimum, the annual percentage growth in the amount of work by progressive methods must be doubled, and already, beginning with 1985 it must be planned for 7-10 percent; that is, the whole increase of haulage and cargo operations must be mastered by advanced technology.

This will assure fulfillment of the planned assignments without an increase in the number of personnel, which is extremely important. This will also improve the economic indicators.

Increased rates of organizing work according to progressive technology should already be specified in the plans for the operations of the shipping companies and the ports in the current navigation season.

The organizational and technical measures of each shipping company and port should focus the dispatcher staff on a substantial increase in the rhythmicity of the movement of the fleet and on the achievement of dispatching at least 90-95 percent of the shipments of all cargo consignments, and 100 percent of the passenger ships, strictly according to the schedule of movements, which will permit a significant reduction of expenditures for haulage. For these purposes, the computer equipment of the shipping companies should be utilized on a large scale. The capabilities of computers in operational work are being introduced very slowly.

In the 1985 navigating season, the level of cargo operations should be substantially raised and special attention should be concentrated on the appropriate services and departments of the shipping companies and the ports for the exploitation of new cargo traffic and for the quality of the transport of cargoes, which is an important condition for attracting freight to river transport.

The iron ore concentrate in Kandalaksha for the Cherepovets metallurgical plant, apatite from the Kola peninsula to Sumgait, and the timber trade to the Baltic still are not being taken by water in full measure.

This insufficient utilization of available capacities leads to substantial economic losses. Being poorly solved are the questions of a substantial increase in the removal of crude salts and fertilizers from the Berezniki-Solikamsk region where, because of the nonremoval of the product, there is frequent cessation of production.

For a successful opening up and carrying out of the navigation season, there is the problem of carrying into the ports before the 1st of May not less than 3.5 million tons of accumulated cargoes and, to the berths and riverside bases of clients, up to 13.5 million tons.

This measure will eliminate fleet demurrage at the opening of the navigating season, and will allow a fuller utilization of the high water period.

The shipping companies and the Main Freight Administration of the ministry are obliged to solve the problem of the switching on to river transport of fluxes from the Zhirnovsk quarry for the Kostomuksh GOK [Ore Enriching Combine] in an amount not less than 300,000 tons, of 200,000-300,000 of crushed stone from the Zaporozhye quarry of Glavspetsstroy [Main Administration of Specialized Trusts of the Ministry of Municipal and Rural Construction of the RSFSR], of up to 150,000 tons of crushed rock from the Kaalamsk quarry of Minmontazhspetsstroy [Ministry of Installations and Special Construction Work] for Moscow enterprises, of up to 100,000 tons of salts from Kianly to points on the Volga, and other cargoes gravitating towards the river waterways.

Before the opening of the navigating season it is necessary to solve all the problems connected with the hauling of metallurgical slags for the construction organizations and agreeing with the USSR Ministry of Railways on the possible points for their transshipment from the water onto the railroad.

The switching of cargoes is unbreakably connected with an improvement of the operations of the ports by development of the interfacing transportation of rail- and waterways, and by accelerating the processing of ships and rail cars. On the whole, the river ports, excluding Osetrovo, have not coped badly with this problem. In 1984 they achieved a reduction of the time for processing rail cars of up to 4.3 percent compared with the standard and increased somewhat the intensity of cargo operations in processing ships.

It is necessary in ports to develop further the brigade contract, and to introduce new labor practices by means of which to reduce not less than 0.5-1.0 percent the demurrage of ships and rail cars compared to the norm, which will permit processing an additional 4-5 million tons of various cargoes, and to increase, compared to the plan, the productivity of labor and to lower the cost of cargo work.

For the rivermen of the eastern basins, the delivery of cargoes into the region of the Extreme North, as in past navigating seasons, remains one of the main tasks.

Today, for managing the waterways, the shipping companies have the necessary sizes of modern fleets and equipment to make timely and complete cargo deliveries to Urengoy, Yamburg, Yamal, Igarka, Dudinka, Sakhalin and other important points. The reinforcement of the fleets of the eastern basins in 1984 with powerful shallow-river icebreakers will permit prolonging the period of operations on the northern rivers and will stabilize the operation of the fleet in this transportation.

A special responsibility in the concluding year of the five-year plan rests upon the personnel of the Lena United Shipping Company and the port of Osetrovo. Here, we still are far from fully satisfying the demands for transport, and are annually allowing overidleness of rail cars in transshipping, and some of the cargoes remain at the depots until the following navigating season. This incomplete work is painfully reflected in the rate of development of the mining industry of the region and the whole Yakut ASSR.

We waste tens of millions of rubles in winter to finish cargo deliveries by resorting to motor vehicles and aviation. This is why we are obligated not only to improve work in the Lena basin, on the Yana, the Indigirka, Kolyma and other rivers of this region but also, now in 1985, to decisively correct the situation and remove from Osetrovo not less than two million tons of general cargoes and 1,700,000 tons of petroleum products.

The main thing right now is to prepare for navigation every motorship and all barges, and especially the ships of the fleet which are not at their planned places. The necessary material and technical assistance for carrying out the repair work has been given by USSR Gosstnab [State Committee of the USSR Council of Ministers for Material and Technical Supply] and the ministry to the Lena United Shipping Company. In connection with placing into operation the fourth stage of the port of Osetrovo, the matter of regulated control of this complex facility is being decided. In view of the special importance of the basin, progress in the preparation of the Lena Shipping Company for the navigating season is being specially monitored by the administrations of the ministry.

Here, there is a great role for the waterway workers and their responsible approach to assuring the depths on the rivers and good navigating conditions.

Today as never before, the role and responsibility of the passenger services, the shipping companies and landing terminals, the repair and operating bases and plants are being increased for preparing the passenger fleet and shore facilities for the 1985 navigating season. Tourist trips on river fleet ships are receiving ever greater popularity. In many basins the demands for business passenger transportation by fast ships is not now being satisfied, especially on small rivers where river ships frequently are the principal kind of transportation. The decree of the CPSU Central Committee "On the Further Improvement of Transportation Operations Serving Passengers" requires of the rivermen of Russia the elimination of unfinished work and neglect and a one hundred percent operation of passenger ships according to operative schedules.

Our task is to unfailingly carry out the program of measures for improving passenger service which was planned by the republic conference of river transportation workers in December 1984 in Kuybyshev.

About 50 percent of the shipping routes used by the Ministry of the River Fleet consist of small rivers. Cargoes are being delivered along these numerous rivers into very distant regions. Their role is especially great in the regions of the Extreme North, Siberia, and the Far East.

Over four years the magnitude of transportation along the small rivers has been increased by 26 percent and amounts to 46.6 million tons. Nevertheless, the demands of the national economy are far from being fully satisfied. Despite the high national economic efficiency of this transportation (it is greater by a factor of 6-14 than motor vehicle transport, and by a factor of 20 than aviation) the berthing facilities for cargo shipping and receiving are being poorly developed and the problems of the mechanization of loading and unloading operations are not being solved, which is leading to much idleness of this extremely necessary fleet.

The ministry is taking steps to increase the capacity of plants for the construction of a fleet for these small rivers. Together with this, the river fleet is justified in counting on the assistance of the planning and financial bodies in increasing the interest of the transportation enterprises in the development of transport along small rivers.

The development and maintenance of the waterways is acquiring ever greater importance in assuring the normal operation of the fleet and increasing its efficiency. It is precisely the workers of the waterway facilities who are creating the conditions for more fully utilizing the cargo carrying capacity of the ships, assuring their safe movement, and extending the period for the navigation of the lock systems. The development of the transportation of cargoes on small rivers and in the Arctic confronts the basin administrations of waterways with more complex and responsible tasks in the maintenance of channel depths even on the northern rivers. This is especially important for the Lena, Ob-Irtysh and Yenisey basins.

In 1987 it will have been 50 years since the Moscow Canal was placed in operation. This imposes a special responsibility on the canal's operating service for its safe operation and for the restoration of the strength of its assemblies and parts as necessary for their prolonged operation.

It is a matter of honor for the workers of the waterways to complete in a timely fashion all the work and facilities to prepare the passages, the approaches to berths, the dredging equipment, and the waterway markers for the navigating season.

The industrial enterprises of the ministry, called upon to assure the operational readiness of the cargo, technical, and auxiliary fleet - the material basis of our sector - are providing for the fulfillment of the planned assignments of the 11th Five-Year Plan. An increase in realized production and a growth in the productivity of labor is being provided by the collectives of the industrial enterprises.

At the same time, the achieved rates of growth of industrial production are completely insufficient and do not correspond with the growing demands for the repair and construction of the fleet, particularly in the Lena, Ob-Irtysh, Yenisey, Amur and Volgotanker Shipping Companies. The introduction of new equipment and progressive technologies is being accomplished extremely slowly. This leads to deterioration of the technical condition of the ships and to disruption of the plan for the construction and capital repairs of the fleet. An inadmissibly low level of the mechanization of work continues to exist, and the number of workers occupied with hand labor is being reduced slowly.

The RSFSR Council of Ministers pointed out precisely these deficiencies in the meeting of the Presidium considering the measures of the ministry for increasing the technical level and efficiency of industrial production.

In the 12th Five-Year Plan to assure the proper technical condition of the fleet, the amount of capital and medium repairs of ships must be increased by not less than 40 percent, with a 10.2 percent growth in the current five-year plan. For these purposes, specific assignments have been planned for the development and improvement of the production base of the industrial enterprises, for increasing the volume of the output of products, and for increasing the technical level of production.

It is in prospect to do much work on the development of the unit assembly method of repair. For these purposes, it is planned to organize at existing enterprises 32 specialized production lines for the manufacture and capital repair of shipboard equipment and aggregates.

Nevertheless, it will be required to increase the "hot" method of repairing ships by the efforts of the crews by a factor of at least two and to organize shipbuilding on a higher technical level.

The most important problem of the present day is the preparation of the fleet for the 1985 navigating season.

Ship repair is proceeding extremely tightly in the Volgotanker, Volga United, Lena United and Yenisey Shipping Companies. Navigation in these basins was concluded in complicated ice conditions. A number of motorships and barges were damaged in the ice conditions and require drydocking or hauling out on a slip.

The situation requires of the leaders of the shipping companies, the enterprises, and the main administrations of the ministry, to take additional steps to strengthen the rates of repairing the fleet and to give the enterprises the necessary assistance. The fleet should be prepared for an early opening of navigation. Only the prompt placing of the fleet into operation and full utilization of the high water period will create viable conditions for liquidating the indebtedness in planned cargo turnover.

The leaders of shipping companies, repair and operating bases [REB's] and plants should bring this problem before each ship's crew and not allow delays in placing the fleet in operation.

River transportation is a large consumer of fuel, energy and other material resources. It is enough to point out that during the navigating period the daily consumption of fuel equivalent in the fleet amounts to 13,600 tons.

In 1984, and as a whole for the four years of the five-year plan, the assignments for savings in the consumption of fuel in transport and heat and electrical power at shore enterprises were fulfilled. The Northwestern and White Sea-Onega Shipping Companies, the III International Plant, the crew of the motorship "Volgo-Don-237" of the Kama Shipping Company and of the motorship "OT-2068" of the Amur Shipping Company and many other fleet and shore collectives are doing important work in saving fuel and energy resources. At the same time, however, enterprises on the Volga, Volga-Don and Lena frequently are not coping with the assignments for savings. The assignments for savings in ferrous and nonferrous metals and pipes were not fulfilled.

Today the question of the saving of material resources is the main direction for the efficient management of the economy. It is one of the principal conditions of the fulfillment of the plan for production. Every enterprise leader and fleet commander must proceed from this position. The assignment of the party to conserve the equivalent of two working days worth of materials, fuel and energy should be fulfilled unconditionally.

Together with strengthening conditions of economy, it is necessary for the shipping companies and the ports to take specific steps to increase the profitableness of river transportation. Actually, only because of the nonfulfillment of the plan for revenues, the Ob-Irtysh, Lena United and West Siberian Shipping Companies did not fulfill the plan for profits by 35 million rubles.

Despite the fulfillment, as a whole, of the plan for capital investments in 1984 by the Rechnoy Transport, Promstroymaterialy [Industrial Construction Material Trust?] and Zhilishchnoye Stroitel'stvo organizations, it is impossible to accept as satisfactory the state of affairs in capital construction. The annual plans for capital investment and construction and installation work were not fulfilled by the Volga United, Kama, Moscow and Yenisey Shipping Companies, nor by Podvodrechstroy [Underwater Technical and Construction Work Administration, RSFSR Ministry of the River Fleet].

As usual, construction was unsatisfactorily organized by the Volga [United] Shipping Company for the Bor plant and the Astrakhan terminal, by the Ob-Irtysh United Shipping Company for the facilities in Sergino, Tobolsk and Tyumen, and by the Amur Shipping Company for the ports of Khabarovsk and Komsomolsk-na-Amure.

Completely intolerable is the failure of the plan for the technical reequipping of enterprises which was allowed by the Volgotanker, Kama, Volga-Don and White Sea-Onega Shipping Companies. All this speaks of the presence of serious deficiencies in the work on capital construction.

The work of Podvodrechstroy deserves a positive evaluation for the construction of the berths for RSFSR Minplodoovoshchkhov [RSFSR Ministry of the Fruit and

Vegetable Industry], RSFSR Minzel'khoz [RSFSR Ministry of Agriculture] and RSFSR Minzag [RSFSR Ministry of Procurement]. While in 1982 one berth was built, in 1984 four were built, and in 1985 the introduction of six berths has been specified. These are good rates. They are the consequence of a progressive organization for their construction, where all the parts of the berths are built at a plant on a production line and delivered to the construction site on ships. Exactly such an ordering of the work should be introduced in other construction subdivisions of our ministry.

In 1985 it is necessary to assimilate 1,011,700,000 rubles of capital investment, of which 180,500,000 rubles is for construction and installation work.

Berths must be put into service in the ports of Osetrovo, Podporozhye, Krasnoyarsk and Nizhnevartovsk. The placing into service of city trade and technical schools [GPTU's] is scheduled in Omsk and Blagoveshchensk. Also to be completed are facilities on the White Sea-Baltic Canal, and a whole series of other projects.

Construction will be started in 1985 on the second phase of the port of Yakutsk, on the modernization of the fleet's Leningrad repair base and other facilities connected with the Food Program and with environmental protection. The completion of children's institutions for 850 [beds] is planned, as is the placing into operation of 181,000 square meters of housing.

An especially important task in the field of housing construction confronts the Lena United Shipping Company, the port of Osetrovo and Lengiprorechtrans [Leningrad State Institute for Planning for River transport] which, in an extremely short period of time, must prepare the documentation and organize the construction in the port of dwellings, sets of which are allotted to Minenergo [Ministry of Power and Electrification], Mintyazhstroy [Ministry of Construction of Heavy Industry Enterprises], and Minstroy [Ministry of Construction] specifically for the port of Osetrovo.

The leaders of the shipping companies, transportation enterprises and the Capital Construction Main Administration need to strive more intensively for the fulfillment of the plan from the contracting organizations, to pay more attention to their own contracting organizations and to strengthen their base, especially in regions where there are no other builders.

In 1984, thanks to measures which had been adopted, accidents were reduced somewhat in the fleet. The overwhelming majority of the crews of the passenger fleet worked without accident. At the same time, evaluating the work on the prevention of accidents and its results, it should be said that it still is far from answering the demands presented by the CPSU Central Committee.

The measures developed for strengthening discipline and preventing accidents in a number of shipping companies, ports and ship repair enterprises are being carried out only as formalities and are not being monitored in the necessary way. This relates to the Lena, Yenisey, Northwestern and Volga-Don Shipping Companies. Not all of the basin administrations of waterways have drawn the correct conclusions from the lessons of 1983. Disruptions of waterway conditions have taken place in the Lena, Volga, Belaya and other basins.

The concluding year of the five-year plan will once more be a serious test of our organizational work for training and assuring the navigation of ships without accidents.

The new Charter for Service on Ships and the new Rules for Navigation on the Internal Waterways of the RSFSR should play a positive role in guiding the proper order on ships of the river fleet of the country.

Under the conditions of curtailment of the possibilities of replenishing the fleet, the ports and the industrial enterprises with new labor resources, the importance of improving the work with personnel is growing.

Being guided by the instructions of Comrade K. U. Chernenko, the general secretary of the CPSU Central Committee and president of the USSR Supreme Soviet, on the question of work with personnel, a number of important documents on work with personnel have been adopted by the ministry. In a number of shipping companies, however, organizational work with personnel is not being carried out at a proper level. In the Moscow and Northwestern Shipping Companies the number of disqualified fleet commanders has increased and the number of slackers has not been reduced. The facts are that violations of customs laws by personnel of the foreign fleet are taking place.

All this requires from the leaders of the shipping companies, the party, trade union and komsomol organizations, and the central management a substantial stirring up of personnel work and an increase of answerability for the matter, together with more intensive work on improving the social conditions of the workers of the sector.

Following the example of the initiators of the competition in the sector in 1985, and striving to worthily celebrate the 40th anniversary of the victory in the Great Patriotic War and the 27th CPSU Congress, the personnel of the fleet and on shore are concentrating their efforts on the preparation of all units of river transportation for the opening of the navigating season in the final year of the five-year plan.

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V. N. Fomin, Northwestern River Shipping Company chief, was the first to enter the discussions. He told about the labor and political upswing which was now going on in the northwestern river worker collective. Having joined in the initiative of the Leningraders "From the High Quality of Each Person's Work--to the High Effectiveness of the Collective's Work," the shipping company river workers fulfilled the 1984 plan for all production and economic indicators ahead-of-schedule. More than a million tons of cargo above the state target, including 400,000 tons of grain, were transported. These achievements are the result of the intensive creative work of the entire collective and the singleminded actions of its party, trade union, and Komsomol organizations.

However, the collective has many unresolved tasks and shortcomings whose elimination will help to improve the efficiency of river transportation work.

The territorial and sector program "Intensification-90" was developed and is being successfully implemented in Leningrad. Measures to improve the work of the Northwestern Shipping Company have entered this program. They encompass a large circle of questions connected with the introduction of new equipment and advanced technology, the replacement of heavy manual labor with machines, the improvement of work place and production control management, and the wide introduction of computers.

The implementation of this program has already begun. For example, an automated flow line for manufacturing interchangeable spare parts is being built at the Neva SSRZ/shipyard. A total of only two operators will run this line.

A series of large-tonnage ships capable of operating in icy conditions and of moving by the Neva bridges without raising them are being built for the shipping company. The practice of using the first of these ships in the 1984 navigation season for grain and construction cargo shipments has demonstrated the great effectiveness of the new diesel engine ships.

The shipping company has already been shipping in mixed river-sea navigation ships for more than 20 years. They are now working year-round and have displayed very great effectiveness. However, more than half of them are becoming physically outdated and obsolete. The construction of ships of this class must be speeded up and the old diesel engine ships must be replaced with more modern ones.

The chief engineer of the Volga United River Shipping Company, V. S. Trofimov, told about the situation on the great Russian river. The Volga people shipped customers more than 850,000 tons of freight above the quota during the last navigation season. Industrial production exceeded the plan by one million rubles. But, at the same time, the shipping company has not handled the task for freight turnover, gross labor productivity, profits and capital construction.

MARITIME AND RIVER FLEETS

RIVER FLEET OFFICIALS SUMMARIZE 1984 PERFORMANCE

Moscow VODNYI TRANSPORT in Russian 24 Jan 85 pp 1-2

[Unsigned article: "Sector Tasks Are Discussed at the Expanded Session of the RSFSR Ministry of the River Fleet Collegium and the Maritime and River Worker Trade Union Central Committee Presidium"]

[Text] As has already been reported in our newspaper, an expanded session was held of the MRF [Ministry of the River Fleet] Collegium and the Maritime and River Worker Trade Union Central Committee Presidium. Participants of the meeting examined the question "Results of the RSFSR Ministry of the River Fleet Work for 1984 and Measures for the Ahead-of-Schedule Fulfillment of the Plan for 1985 and the Five-Year Plan in Light of the Decisions of the 26th Party Congress, the Subsequent CPSU Central Committee Plenums, the Directives of the General Secretary of the CPSU Central Committee, Chairman of the Presidium of the Supreme Soviet of the USSR Comrade K. U. Chernenko."

The leading industry workers, shipping company managers, shipping company party committee secretaries, baskomflot/basin committee of trade union workers of the maritime and river fleets/ chairmen, chiefs of BUP's/basin administrations of waterways/, canals, ports, ship repair enterprise directors, and water transport scientific institution workers participated in the work of the meeting.

Minister of the River Fleet L. V. Bagrov gave a report.

The speaker analyzed the river transportation situation. After favorably evaluating the advanced experience of the labor collectives, he noted that everything still had not been done to fully satisfy national economic requirements for freight and passenger shipments. The report set out a number of concrete measures to eliminate present shortcomings. L. V. Bagrov paid primary attention to unresolved problems, unused resources, increasing the effectiveness of the industry's work, searching for new freight flows, the additional switching of freight shipments from railroads to river transportation, the organized conduct of winter ship repair, strengthening production and labor discipline, and providing safe navigation for the fleet.

Work in the navigation season of the final year of the five-year plan has to be intensive and selfless. A full analysis of last year's navigation season has now been conducted in all sub-units and, based on it, a set of measures on the absolute fulfillment of the five-year plan tasks has been developed and is already being realized. Shipping company dispatchers are already committing themselves to develop competition under the motto "For each trip--an intensive utilization of the fleet." In ship usage systems, special attention is being paid to large-tonnage diesel engine ships and the efficient operation of large-cargo linked sets of ships. The number of integrated lines is increasing sharply. Thirty percent of the freight turnover will be fulfilled by ships operating according to the group method.

Ship repair is now proceeding ahead of schedule. Important work is being done to increase the reliability of ship devices. Some 450 marine diesels will be replaced, 500 diesel motor ships are undergoing dock repair, and 150-200 ships will go through dry dock in the spring. The number of ships repaired by the progressive "hot" method is increasing each year by 10-15 percent in the shipping company.

However, it is being hampered by a shortage of spare parts and devices. This is why a thorough modernization of ship repair enterprise equipment is being planned. Yet, the Volga people are experiencing serious difficulties in this work. Thus, the intention is to deliver a total of only 60 metal-cutting machine tools this year. This is patently not enough. The Volga people are requesting the Ministry of the River Fleet management to consider the question of significantly increasing the tempo in replacing obsolete equipment.

A. V. Lyuft, the chief of the Ob-Irtysh United Shipping Company, the largest in Western Siberia, told how the river workers were helping the oilmen and gas producers to take the underground riches and to more quickly make habitable places that were desert areas earlier. The shipping plan has been overfulfilled. More than 680,000 tons of cargo above the plan were delivered during the last navigation season. More than 9 million tons of freight, which far exceeds the plan, were delivered for the first time to the oil and gas areas. The delivery of freight over the region's secondary and small rivers reached 8.8 million tons.

However, in spite of the fine results, the collective also admitted to serious shortcomings. Thus, more than 800,000 tons of mixed railroad-water route trans-shipment cargo was not presented for shipping. The shipping company did not receive 10.5 million rubles of revenue because of this.

A. V. Lyuft spoke further in greater detail about the problems of constructing new berths in the oil and gas drilling areas. It is necessary to construct 12 new berths in order to have the normal number of unloading operations in the upcoming navigation season. Not only the river workers but also the customers must erect them. However, they are proceeding very reluctantly on this.

Great effort and a clear organization of labor are required of the ship and floating crane crews and from the shore services in order to deliver 308,000 tons of large-diameter pipe. The river workers will transport considerably more of this in the upcoming navigation season so it is necessary to come to grips with this problem now. The shipping company is increasing the delivery of cargo to the regions of the Far North and along the small rivers. It is well-known that the labor-intensiveness of transportation operations in the Far North and on the small rivers is four times higher than on the main routes and it is necessary to change the freight turnover coefficient for estimating labor productivity and shipment production cost. However, no one is working on this at present.

A. Z. Chursin, the secretary of the White Sea-Onega Shipping Company party committee, took the floor. He said that the shipping company collective had successfully managed the four-year task. Above-the-plan transportation production during this period was one billion ton-kilometers. Ninety freight diesel motor ship crews were already working on the account for May of this year.

However, there are also problems in the shipping company. The transit fleet has lost almost 800,000 tonnage-days because of re-demurrages during processing. Two billion ton-kilometers less of production have been received because of the non-presentation of ore and apatites. The USSR Ministry of Railways, because of a shortage of special apatite-carrying railroad cars, has delivered a total of only 28 percent of the plan for shipping this "fertility stone" from the Kola peninsula to Medvezhyegorsk. Large problems also remain in the shipment of paper from the Kondopoga and Segezha TsKB's/pulp and paper combines/ to the industrial centers of the country. The shipping company ships, loaded with paper, lie idle in the capital for 13-14 days. Evidently the question of constructing a specialized complex of berths for paper in Moscow has come of age.

A. Z. Chursin further related how the shipping company collective is struggling for utmost savings of capital and power resources. Thus, the Medvezhegorsk dockers, after saving electric power and working on it for two days, trans-shipped more than 20,000 tons of additional goods. Now all of the ship crews and shore sub-units are participating in this great and important business.

V. A. Mineyev, chief of the Lena United River Shipping Company, took the rostrum. He spoke about the problems that worry the Lena river workers. The shipping company did not fulfill the freight shipment plan. There are many objective and subjective reasons here. Above-the-plan fleet demurrages for loading operations amounted to seven million tonnage-days. As usual, ship demurrages were great in the Osetrovskiy port as well as in the other shipping company ports. Ship re-demurrages at customer berths amount to 3.5 million tonnage-days. This happens because USSR Goskomnefteprodukt/State Committee for Petroleum Products/ is not building riverside petroleum-product storage and distribution centers.

The shipping company sees a sharp decrease in demurrages as the main reserve in increasing the usage efficiency of the transit fleet. During the last four years, from its own resources, it has constructed and put into operation four new berths on the Vilyuy River as well as in Olekminsk and Kirensk and in the Nizhneyansk and Zyryanka ports, and the construction of the fourth section of the Osetrovo port is nearing completion. The shipping company is allotting 20 floating cranes to customers in order to speed up fleet processing. However, such devices are plainly insufficient.

The 1984 navigation season confirmed the necessity of having strengthened ice-class ships. The question of improving travel conditions on the upper Lena is also very important.

The captain of the oil tanker "Volgoneft'-104" of the Volgotanker Shipping Company, V. M. Lazarev, spoke about the responsibility of fleet commanders, the problems of the selection and placement of personnel, and the modernization of ship repair enterprises. He reported that the crew of the tanker "Volgoneft'-104" supported the initiative of the industry's leading collectives and in the upcoming navigation season would fulfill its yearly plan ten days ahead of schedule, would complete the five-year task in four and a half years, would save 25 tons of fuel, and this means working four days on saved power resources.

A. I. Shurmin, chief of the Kama Shipping Company, took the floor. He talked about how the river workers were struggling for the absolute fulfillment of the intensive freight-shipment plan and about the organizational and technical measures which have been developed in the shipping company. They will permit delivering 120,000 tons of national economic cargo above the state target with a freight turnover of 100 million ton-kilometers, processing an additional 300,000 tons of freight in the ports, and working two days on saved power resources and raw materials. For this it is necessary to save 600 tons of rolled ferrous metal, 1,570 tons of diesel fuel, and 300,000 kilowatt hours of electric power.

A. I. Shurmin allotted a large place in his speech to an account of the experience of the joint work of river workers and railroad workers of the Sverdlovsk and Gorkiy Railroads.

The director of the Gorodets Ship Repair and Machinery Plant, A. P. Smirnov, devoted his speech to the development of the industry.

"The time has come," he said, "to begin the serious study of installing automated lines for manufacturing such scarce parts as piston rings, valves and connecting rod bolts. Additionally, it is now necessary to examine the question of using industrial robots and manipulators when machining series parts. Our shops are asking for new equipment but they are still equipped at present with old machine tools.

S. M. P'yanykh, the director of TsNIEVT/Central Scientific Research Institute of Economics and Operation of Water Transportation/, devoted his address to scientific and technical progress in the industry.

"The question of new freight flows," he said, "worries us very much. During the present five-year period it was necessary to switch 24-33 million tons of cargo from railroads to water transportation. The transfer of cargo from steel mainlines to water equaled 24 million tons in the years 1980-1983 but fell to 21.3 million tons in 1984. Some managers even held the theory that it was inadvisable to use river transportation, given two freight trans-shipments. It is impossible to agree with such a simplistic interpretation of a major state problem. The delivery of freight by river is the cheapest. Therefore, even two trans-shipments are repaid with interest. This is why the transfer of freight from railroads to water transport must be widely used."

The rate of using interior water routes can be significantly increased by modernizing and developing customer berthing areas. It is well known that because of the poor technical condition and weak mechanical equipment of the departmental berths, the river fleet annually loses up to 30 million tonnage-days which is equivalent to taking 30 diesel motor ships with a carrying capacity of 5,000 tons each out of operation.

The chief of the Novosibirsk port, A. P. Ryzhkov, spoke in his address about the labor upsurge which had helped to successfully handle the 1984 plan and to process an additional 630,000 tons of cargo. He shared the experience of how and through what means the collective reduced the norm for processing tonnage and railroad cars.

"The most important resource in increasing labor productivity," he said, "is the extensive packeting of freight. However, the use of this progressive method is not finding support among the cargo shippers. Cement, flour, salt, and mixed fodder come into our port as they did many years ago. However, they are not in packets, but in sacks and piled up. The dockers lose a lot of working time. The managers of the integrated crews and our port workers hope that this important socioeconomic problem will be solved without delay."

Member of the CPSU Central Committee Politburo and Chairman of the RSFSR Council of Ministers, V. I. Vorotnikov, made a big speech at the joint meeting and was warmly greeted by those present.

The 1985 socialist obligations of the Russian Federation river transport workers were discussed and adopted. The plan for organizational and technical measures to ensure fulfillment of the state task and the socialist obligations of the RSFSR Ministry of the River Fleet was approved. Deputy Chairman of the RSFSR Council of Ministers V. A. Demchenko, sector head of the CPSU Central Committee transportation and communications division Yu. A. Mikhaylov, Deputy Chairman of USSR Gosplan/State Committee for Material and Technical Supply/ A. N. Lebed', chief of the USSR Gosplan/State Planning Committee/ transportation and communications division D. K. Zotov, deputy chairmen of RSFSR Gosplan N. P. Mash'yanov and D. I. Dudnev, USSR First Deputy Minister of Railways V. N. Gin'ko, responsible officials of the CPSU Central Committee, USSR Council of Ministers, RSFSR Council of Ministers, AUCCTU, USSR and RSFSR People's Control Committees, USSR and RSFSR Gosplan, USSR Gosplan, and a number of ministries and departments participated in the work of the session.

MARITIME AND RIVER FLEETS

DEATH OF NEWLY APPOINTED RIVER SHIPPING COMPANY CHIEF

[Editorial Report] Moscow VODNYI TRANSPORT in Russian 26 February 1985 carries on page 4 an obituary for Anatoliy Ivanovich Shurmin, chief of the Volga United River Shipping Company, the USSR's largest nonmaritime shipping company. The announcement of Shurmin's appointment to this post was carried just five days earlier, in the 21 February edition of VODNYI TRANSPORT. Shurmin died "suddenly." He was born in 1935 in the city of Izhevsk (Udmurt ASSR). After graduating in 1957 from the Gorkiy Institute of Water Transport Engineers, Shurmin held a variety of posts within the RSFSR Ministry of the River Fleet. Since 1978, he had been chief of the Kama River Shipping Company. Shurmin had been a candidate member of the Perm CPSU Obkom and a deputy to the Perm Oblast Soviet. He was holder of the Badge of Honor and the Order of Labor Red Banner. The obituary is signed by K. S. Simonov, V. A. Demchenko, L. V. Bagrov and others.

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INTERSECTOR NETWORK DEVELOPMENT

TRANSPORT CONSTRUCTION MINISTRY REVIEWS 1984 PERFORMANCE

Moscow GUDOK in Russian 26, 31 Jan 85

[26 Jan 85 p 1]

[Excerpts] An expanded meeting of the USSR Ministry of Transport Construction Collegium, the Rail Transport and Transport Construction Workers Trade Union Central Committee Presidium and the Motor Vehicle Transport and Highway Construction Workers Trade Union Central Committee Presidium was held yesterday, on 25 January.

The results of work in 1984 and measures to ensure fulfillment of the 1985 plan and of the five-year plan as a whole were discussed according to the tasks which ensue from the speech of General Secretary of the CPSU Central Committee, Chairman of the Presidium of the USSR Supreme Soviet Comrade K. U. Chernenko at meeting of the Politburo of the CPSU Central Committee on 15 November 1984.

Minister of Transport Construction I. D. Sosnov gave a report.

The activity of construction and installation organizations, industrial enterprises and planning organizations of the sector was considered in detail at the meeting. It was noted that the plan of construction and installation work, established for 1984 by the ministry, has been fulfilled and that the tasks for introduction of basic production capacities have been fulfilled. Laying main track has been completed and operating traffic on the entire length of Baykal-Amur Mainline Railroad has been opened ahead of schedule. The task of increasing labor productivity was fulfilled as a result of implementation of a combination of organizational and technical measures and introduction of leading construction technology by the ministry.

It was noted at the same time that deficiencies and unutilized reserves are occurring in the work of the subdivisions of the ministry. The ministry has not fulfilled the planned tasks in construction of facilities for the existing railroad network and for a number of important facilities of MPS [Ministry of Railways], related to an increase of the carrying and traffic capacity of the railroads. Organizations of the sector have not coped with fulfillment of the plan for Minrechflot RSFSR [RSFSR Ministry of the River Fleet].

The Collegium noted ways to fulfill the planned tasks of the final year of the five-year plan, to improve the work of construction and installation organizations and enterprises, to accelerate introduction of productive capacities and facilities and to further increase the efficiency of transport construction. The call of the leading collectives of the sector for introducing the most important transport facilities ahead of schedule was approved.

Special attention was devoted to a further increase of labor productivity, to a reduction of the cost of construction and installation work, to an increase of the quality of construction on the basis of introduction of the advances of scientific and technical progress and the brigade contract and to improvement of the organization of construction. The need to increase the responsibility of management personnel, to improve the work of the apparatus of the ministry and to improve contacts when working with clients was noted.

Specific measures should be implemented to provide rhythmic and uninterrupted work of construction organizations and industrial enterprises.

Member of the Politburo of the CPSU Central Committee, First Deputy Chairman of the USSR Council of Ministers G. A. Aliyev gave a speech at the meeting.

A detailed report of the meeting will be published in one of the forthcoming issues of GUDOK.

[31 Jan 85 pp 1-2]

[Excerpt] The transport builders, like all Soviet people, perceived the conclusions and propositions, contained in the speech of Comrade K. U. Chernenko at a meeting of the Politburo of the CPSU Central Committee, as a program for further specific actions. It was noted in the minister's report that the construction organizations of Mintransstroy [Ministry of Transport Construction], having organized a socialist competition in cooperation with collectives of rail, maritime, river and air transport in 1984, fulfilled the plan of construction and installation work on the general contract by 100.3 percent and through their own efforts by 100.9 percent and turned over for operation the basic production capacities and facilities.

Specifically, the task on introduction of new railroad lines, second tracking, electrification of railroads and equipment with automatic blocking devices and centralized traffic control was realized. Laying the main track was completed ahead of schedule in construction of the Baykal-Amur Mainline Railroad and operating traffic of trains was opened over its entire length. Capacities for repair of rail cars, electric locomotives, diesel locomotives, wheel pairs, diesels and production of switch settings and spare parts for rolling stock were introduced at rolling stock repair plants. A number of locomotive, rail car, freight and passenger facilities were turned over for operation and additional track development of a number of junctions and stations was achieved.

The builders coped with the task on turning paved highways, docks and transshipping complexes at maritime, river and fishing ports over for operation. New subway lines were constructed and put into operation.

The program of operations at the West Siberian Oil and Gas Complex, Ekibastuz Fuel and Energy Complex and the Astrakhan Gas Complex was implemented successfully. Much was done on facilities of the agroindustrial complex.

The plan of turning housing over for operation was fulfilled, including that for rail transport, maritime fleet, civil aviation and transport construction workers, and schools, vocational-technical schools and polyclinics became operational.

At the same time, it was noted in the report and speeches that there were deficiencies and unutilized reserves in the work of the subdivisions during 1984. These are primarily incomplete assimilation of funds, incomplete fulfillment of part of the tasks, disruption of construction deadlines, the presence of unfinished work, cost overruns and an increase of uncompleted construction.

Part of the subdivisions did not cope with fulfillment of the plan of construction and installation work due to weak management. An especially unsatisfactory situation developed at the trusts Kuzbasstransstroy, Vostsibtransstroy, Orenburgtransstroy and Zapsibtransstroy and at the Permstroyput' and Angarstroy Construction Administrations.

The plan of contract work for the Ministry of Railways was fulfilled by 100.4 percent last year. A total of 5.5 percent more was done on the existing network compared to 1983, but the task was realized by only 94.7 percent. A number of important facilities, required to increase the carrying and traffic capacity of the railroads, were not put into operation. A total of 45 of 93 organizations, involved at facilities of the Ministry of Railways, did not cope with the task. The Tyumenstroyput' Association, the Kazakhtransstroy Trust, Zaktransstroy Trust and Pechorstroy Construction Administration, having successfully implemented the general contract plan as a whole, did not fulfill the work program for the Ministry of Railways. The Mostostroy Trust No. 2 permitted a great lag in construction of bridges on the railroad lines.

Some boards of administrations, trusts and construction administrations did not show the proper business and operational attitude in staffing the starting facilities with personnel and material and technical resources, due to which some important facilities were not turned over for operation. Many new rail lines and sections of second tracking are being introduced by starting complexes so as to accelerate assimilation of funds. However, the builders are bringing the turned-over lines up to design capacity very slowly. Specifically, the Pogromnoye-Pugachevsk railroad line was poorly organized in 1984.

All this sharply raises the question of the development of the production base of construction organizations. It will be years before the Permstroyput' Construction Administration finishes the Overyata Reinforced Concrete Structures Plant, before the Sverdlovsktransstroy Trust finishes the Teplogorsk Crushed Stone Plant, before the Orenburgtransstroy Trust finishes the Novokiyev Plant, before the Vostsibtransstroy Trust finishes the Nizhneudinsk Container-Type Stock Building Plant, and before the Zabaykaltransstroy Trust finishes the Amazar Pulp and Paper Combine.

Complexes that have been put into operation are being weakly utilized at a number of enterprises. Capacities in manufacture of large-panel housing structures are being especially poorly assimilated at the Shimanovsk Construction Industry Combine and the Kotlas Plant, at the Roofing Slab Plant at Orsk and the Overyata Plant and the container-type stock buildings at the Nizhnedudinsk Plant.

Problems of increasing the quality of construction and of manufacturing products and also of design documentation require serious attention.

Production efficiency in capital construction is an important factor. Labor productivity is of primary significance. The task for an increase of it was fulfilled in 1984, but the pledge of an above-plan increase of labor productivity was not realized. Moreover, the growth rate of the average wage increased faster than labor productivity.

The level of organization of production and labor is low at some construction trusts and administrations, which leads to losses of work time, idle times of machines and mechanisms, inefficient use of small-scale means of mechanization, high proportion of manual labor and weak introduction of the brigade contract. It is important here to sharpen attention on increasing labor and production discipline.

The managers of some construction trusts and administrations have a cool attitude toward improving economic work, introduction of small-scale cost-accounting and observance of economic conditions and are doing little to reduce the volume of uncompleted construction.

The transport builders are faced with crucial tasks this year. Many railroad lines and sections of second tracking must be put into operation, thousands of kilometers of lines must be electrified and equipped with automatic blocking systems and centralized traffic control and subway lines, docks and trans-loading complexes, highways and other facilities must be constructed. The basis for implementation of the plan of the 12th Five-Year Plan must be prepared in 1985.

The leading collectives of transport builders are competing actively to fulfill and overfulfill the 1985 tasks and of the 11th Five-Year Plan as a whole.

It is very important that rhythm of introducing finished facilities into operation be observed. Most of them, as before, have not yet been planned for turnover during the fourth quarter. The distribution of the annual plan must be conscientiously thought out so as to increase the introduction of facilities during the first 6 months.

An important factor in increasing the efficiency of all production is introduction of the advances of scientific and technical progress, machines and mechanisms, progressive designs and production processes.

It was noted in the speeches at the meeting of the Collegium that the work of construction organizations has slowed down considerably and supplying impregnated crossties and switch timbers has fallen short.

The need to strengthen the interaction of the general contractor and client, to disseminate positive experience of cooperation of builders with railroad workers of the Moscow and other railroads was emphasized in this regard. This will contribute to timely solution of occurring problems related to opening of financing, transfer of technical documentation, delivery of equipment and presentation of the work front.

It was emphasized that completion of electrification of the railroad lines is often delayed due to the fact that organizations of USSR Minenergo [Ministry of Power and Electrification] are not coping with work on construction of overhead electric transmission lines. It was also indicated that the Ministry of Railways is in no way solving the problem of repair of installation railway motor cars and this also affects fulfillment of the plan for electrification of the railroads. More uniform introduction of electrified rail lines by years should be provided. Those giving speeches also turned attention to the problem of how to develop special equipment for construction of roads and bridges under conditions of Western Siberia and also how to organize repair of existing machines and mechanisms.

The ministry's collegium and the presidiums of the trade union central committees considered and approved the socialist pledges of the organizations and enterprises for 1985.

The main administrations, associations, trusts, construction administrations and planning and design and scientific research institutes were entrusted with widely developing organizational and mass political work, directed toward practical implementation of the tasks that ensue from the speech of Comrade K. U. Chernenko at a meeting of the Politburo of the CPSU Central Committee on 15 November 1984, on fulfillment and overfulfillment of the planned tasks and of the socialist pledges for 1985 so as to successfully complete the 11th Five-Year Plan and to create a firm base for the 12th Five-Year Plan.

Specific measures should be implemented to provide clear and rhythmic work, to fulfill the economic indicators, to strengthen state, labor and production discipline and to increase organization and business-like attitudes in work and the responsibility of all workers for the entrusted matter.

One of the primary tasks is to concentrate at the year's outset, the labor, material and technical resources primarily at starting construction projects so as to provide introduction of production capacities, social and service and other facilities into operation, provided by the plan, within established deadlines.

Primary attention should be turned toward increasing labor productivity, strict observance of the proportions provided in the plan between increasing productivity and average wages, an increase of organization of production and labor, an increase of the shift work in operating machines and mechanisms and broad introduction of leading methods of labor.

Special attention should be devoted to provision of the strictest conservation and thrifty attitudes in use of material, fuel and energy resources, so as to work for two days on the conserved materials and fuel.

Effective measures should be adopted to provide a reduction of the cost of work and of the volume of uncompleted construction, fulfillment of the plan for introduction of facilities from construction organizations' own production base and rapid assimilation of production capacities.

The Mintransstroy Collegium, the Rail Transport and Transport Construction Workers Trade Union Central Committee Presidium and the Motor Vehicle Transport and Highway Construction Workers Trade Union Central Committee Presidium expressed confidence that the transport builders will do everything to fulfill the planned tasks and adopted pledges for 1985, and will meet the 27th CPSU Congress with new labor achievements.

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